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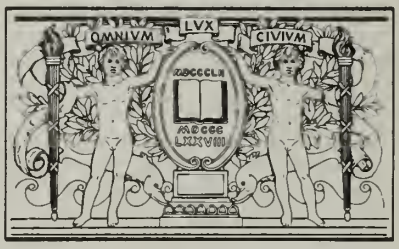

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A TOPOGRAPHICAL

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HISTORICAL DESCRIPTION

OF BOSTON.

BY

NATHANIEL B. SHURTLEFF.

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PREFACE.

THE following pages comprise a series of articles on the topography of Boston, with an occasional mention of historical occurrences. They were written during the leisure hours allowed by a professional life, from memorandums which the writer has been preserving for nearly forty years. The fifty-seven chapters which are included in the volume are a portion only of what should form the work, if it should ever attain to the distinction of being a comprehensive topographical and historical description of the ancient town, with its changes, enlargements and improvements since it became endowed with the corporate powers granted by its city charter; the book, therefore, treats only of parts of what a general work would demand. To each of the particular subjects of description, perhaps enough has been given, leaving to the future a continuation of the work and other matters for similar consideration.

The nature of the effort has been such, that each subject has been made to cover the whole space of time that appropriately belongs to it; and therefore, each chapter may have a range from the first settlement of the town to the present year: for the writer has attempted to bring his descriptions to the time when he takes his pen from the paper. A chronological work, in the shape of annals, might have been more sure of touching all matters of interest than the plan pursued; but, then, subjects would have been dismembered, and the searcher for information would have been compelled perforce to become a compiler, instead of a reader of the deductions and arrangements of others.

In matters relating to the localities and ancient landmarks of an old place, with their olden-time associations, no other plan of arrangement could well be adopted and carried out. The plan is made imperative by the subject.

It would be impossible, even in so pleasant a task as the writer has attempted, to perform the work without an unintentional omission of some little matters intimately connected with the subject of the descriptions. Many of these omissions have undoubtedly occurred in the chapters now presented to the reader; and while indulgence is asked for these shortcomings, the mention of a few only are deemed of sufficient importance to require their notice in a preface. These relate to maps and plans of Boston, Roxbury, and Boston Harbor. In the Pennsylvania Magazine for July, 1775, is a plan of the town of Boston and Provincial camp, engraved by Aitkins. The plan of the town is derived from the same source as that of the plan in the Gentleman's Magazine. On one corner of the plate is a small chart of the Provincial camp, drawn to a scale of two miles to an inch, exhibiting the lines extending from Charles River through Cambridge and Charlestown to Winter Hill on the southerly border of the Mystic River, and also the lines in Roxbury, as well as Gage's lines around Boston Neck near the Roxbury line. Besides these lines are designated the situations of the main guard at "Cambridge College," and of the various ports, batteries, and hills. A plan of General Gage's lines on Boston Neck, drawn to the scale of about three hundred feet to an inch, illustrates the August number of the same magazine; and in the number for June is an "engraving of the Harbour and Town of Boston and parts adjacent." A map of the town of Roxbury, as surveyed by John G. Hales, was published by the selectmen of Roxbury in April, 1832, on a scale of one hundred rods to an inch, the plate being twenty-five by seventeen and a half inches in size. This last includes the present town of West Roxbury. In 1817, a careful survey of Boston Harbor was made by Alexander S. Wadsworth, U. S. N., by order of Com-

modore William Bainbridge, and engraved by Allen & Gaw, on a scale of fifteen hundred feet to an inch, under the direction of John Melish, by whom it was published at Philadelphia in 1819. This is a very valuable chart of the whole harbor, and is printed on a sheet measuring forty-two by thirty-six inches.

With these few prefatory remarks these pages are now committed to the public. But for the request of the City Council of Boston, that they might be printed in the present form, they would have been allowed to remain in the writer's scrap-book until the work that he has undertaken shall have been completed. If any information can be gleaned from the chapters and pleasant recollections or associations of the past awakened by them, the labor of one who feels a deep interest in the subject upon which he has written, as well as in everything that appertains to the place of his birth and habitation, will be satisfactorily rewarded.

N. B. S.

Boston, November, 1870.

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Roxbury Flats

To
His Excellency
William Burnet Esq.r
This Plan of
Boston in New England
is humbly Dedicated
by His Excellencys
most obedient and
humble Servant
Will Burgis

Boston N.E. Engraved & Printed by R. Pelham

Roxbury Flats

Fox Hill

West Hill

Orange Street

Powder House
Witch House

Bamsters Gardens

The COMMON

Copper Works

Bartons Point

Berrys yard

Lees Yard

Beacon Hill

Bowling Green

Charles River

Mill Pond

Mill Dam

Gees Yard

Ferry

Hudsons Point

Hunts & Whites yard

Freemans W.

Baker's Yard

Rucks W.

Cap.t Greenough's Ship Yard

Parmeters W.

Hunts W.

Thorntons Ship Yard

North Battery

Clarks Ship Yard

Clarks W.

Lees Ship yard

Burrells W.

Chris.s W.

Gallop's W.

Wentworth W.

Hutchinson W.

Stanly W.

Grant.s Greenough's Ship yards & Wharf

Burroughs W.

Ferry

Fort Hill

Oliver's W.

Old Wharf

Leg Wharf

S. Battery

Gales Ship Yard & W.

Gibbs W.

Hubbard W.

Whitehorne W.

Edes Ship yard

Grigs W.

Adams W.

Bulls W.

Darby W.

Windmill Point

Hill Way

Scale of a ¼ of a Mile

The Eight Companys Distinguish'd By the Prick Lunethus ... 1234 &c

Great Fires

a The Town House	First	1653
b Governours House	Second	1676
c South Grammar School	Third	1679
d S. Writing School	Fourth	1688
e North Grammar School	Fifth	1690
f N. Writing School	Sixth	1691
g Alms House	Seventh	1702
h Bridewell	Eighth	1711

A The Old Church Founded 1630
B Old North 1650
C Old South 1669
D. Anabaptist 1680
E Church of England 1688
F Brattle Street Church 1699
G Quakers 1710
H New North 1714
I New South 1716
K French 1716
L New North Brick 1721
M Christ Church 1723

Originally engraved in 1728. Reproduced in 1869

Engraven By Tho. Johnson

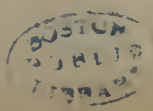
TOPOGRAPHICAL

AND

HISTORICAL DESCRIPTION

OF

BOSTON.



INTRODUCTION.

DISCOVERY AND COLONIZATION OF THE AMERICAN CONTINENT PREVIOUS TO THE SETTLEMENT OF BOSTON.

A BRIEF review of the principal facts relating to the discovery and settlement of the American continent by European enterprise, and particularly that portion of it included within the limits of New England, is indispensably requisite to a correct understanding and appreciation of the peculiar institutions which must be depicted in giving a faithful history and description of a place so noted in American history, so distinguished in its own relations, and so identified with all the liberal movements of the age, as is Boston.

With a full belief of the sphericity of the earth's figure, and consequently possessing the knowledge that where the ocean terminated land would have a beginning, the great discoverer of the western hemisphere, under the patronage of Ferdinand and Isabella, the fortunate sovereigns of Spain, set sail from Palos on Friday, the third day of August, 1492, with three vessels and a few men, to perform a voyage, the grandest in design, the most daring in achievement, and the most wonderful and important in its result, of any that has ever been undertaken and accomplished by man. Of the largest

of the three vessels, called the Santa Maria, Columbus himself, as Admiral, took command. The Pinta was placed under the charge of Martin Alonzo Pinzon, and the Niña under that of Vincent Yañez Pinzon, both of these gentlemen holding the rank of Captain.

Putting into Gomera, one of the most westerly of the Canary Islands, on the twelfth of August, for the purpose of repairs and refitting, these vessels sailed for the grand exploration on the sixth day of the next September. A sufficiently minute detail of the occurrences of this ever-memorable voyage is given by the eloquent and gifted historian of Columbus and his companions, Washington Irving; which being familiar to historical readers precludes the necessity of repeating in this connection any of the interesting particulars of the eventful passage.

On the night of the eleventh of October, the eagle-eye of the enthusiastic and ever-watchful Columbus discovered a small glimmering light, the harbinger of land so much desired; and which, on the morning of the next day, became apparent also to the eyes of the discouraged and almost rebellious voyagers, his companions on the sea. At break of day, Columbus, superbly arrayed in rich and costly garments, strongly contrasting with the naked inhabitants of the newly discovered land, sword in hand, went first on shore; and there with his happy and wondering followers gave thanks for their safe deliverance from the perils of the ocean, and for the successful and glorious termination of their voyage.

The land thus discovered proved to be Guanahani, now known as San Salvador, one of the Bahama Islands; and the day of the discovery was Friday, the twelfth day

of October, 1492, which should now be commemorated on the twenty-first day of the same month, to accord with the new style of computing time now in use. After the discovery of several other islands, Columbus, sailing from Hispaniola, the last discovered land, on the sixteenth day of the following January returned to Spain, arriving at the mouth of the Tagus on the fourth of March.

During the year 1493, Columbus made a second voyage to the new world; and, on the eighth day of December of the same year, he laid the foundation of a town on the island of Hispaniola, which, being the first founded in the new country, he named Isabella, in honor of his patroness, the Queen of Castile.

It was not, however, until the first day of August, 1498, that Columbus, on his third voyage, reached any part of the main land of the American continent; nor was he aware, at that time, that the land which was then seen was any other than an island; therefore he gave it the name of La Isla Santa, little thinking that he beheld, for the first time, the soil of a new continent. This land, situated at the mouth of the river Orinoco, is now included within the boundaries of the republic of Venezuela, which lies easterly of that great country which bears the name of Colombia, in grateful remembrance of the illustrious navigator, its first European discoverer.

After making a fourth voyage across the Atlantic, the admiral, for by this title Columbus wished always to be designated, quitting forever the field of his discoveries and glory, returned to Spain; and, being worn out by fatigue, ill-treatment, and premature old age, he died at Valladolid on the twentieth of May, 1506, in about the seventy-first year of his age, and the fourteenth of

the

his renown, and was buried in the convent of St. Francisco, the funeral services being attended with great pomp, in the parochial church of Santa Maria de la Antigua. Such, however, is the mutability of all sublunary matters, that his earthly remains were afterwards removed, in the year 1513, to a chapel of a Carthusian monastery in Seville, and again, in 1536, to Hispaniola, where they were deposited in the principal chapel of the cathedral, in the city of San Domingo. After remaining in this last place of sepulture about two hundred and sixty years, the relics of the great discoverer were transported to the island of Cuba, and in January, 1796, were placed near the great altar in the cathedral at Havana, there, it is hoped, nevermore to be disturbed by mortal hands.

Although Columbus was the first authentic discoverer of the western hemisphere, nevertheless, in the eighteenth century, an Icelandic historian, Thormoder Thorfæus, inspired with national pride, claimed for his own countrymen a prior knowledge of the American continent, founded on tradition of undoubted authority, dating back many centuries.

It is well known that the Northmen, inhabiting Norway, Sweden and Denmark, were at a very early period of the Christian era acquainted with the science and practice of navigation, far surpassing the people of the south of Europe in building vessels and managing them upon the sea. The adventures of this people, however, were of a mere predatory character, and possessed nothing of that thirst for the glory of discovery which so eminently distinguished those of the navigators of the southern countries. As early as the year 861, in one of their piratical excursions, Iceland was discovered; and,

about the year 889, Greenland was peopled by the Danes under Friedlos, better known as Eireck Rauda, Eric Raude, and sometimes as Erie the Red, a noted chieftain.

Very early in the eleventh century, Biarne or Biorne, sometimes called Biron in historical writings, an Icelander, who had visited many different countries with his father, Heriulf, for trading purposes, being accidentally separated from his parent on one of these voyages, in directing his course to Greenland was driven by a storm southwesterly to an unknown country, level in its formation, destitute of rocks, and thickly wooded, having an island near its coast. After the abatement of the storm, performing his intended voyage to Greenland, he sailed, in the year 1002, on a voyage of discovery in company with Leif (son of the Eric the Red), a person of adventurous disposition, whose desire he had awakened by a recital of his accidental discovery. In this expedition, Biron officiated as guide. It is supposed that the countries which these men visited on this voyage, and which they called Helluland on account of the rocky soil, Markland (the woody), and Vinland dat gode (the good wine country), were in the neighborhood of the island of Newfoundland and the gulf of St. Lawrence; and that the inhabitants, which from their diminutive size they called Skrælings, were the aborigines of that region.

It has been stated that the Icelandic navigators not only visited the shores of Greenland and Labrador, but in often repeated voyages they explored the seacoast of America as far south as New Jersey, establishing colonies in Nova Scotia and Newfoundland. They are supposed to have been in New England on some of their voyages, and it has been suggested by Wheaton in

his history of the Northmen that they even anchored near the harbor of Boston; but of this the tradition is very vague and unsatisfactory.

Leif, the son of Eric, was succeeded in his explorations by his brother Thorwald, who in the year 1003 attempted discoveries more to the southward than those previously made, and who is said to have fallen in with several islands, perhaps those lying south of the Massachusetts coast, destitute of inhabitants. In a subsequent year, 1004, pursuing a more easterly and then northerly direction, he passed a cape to which he gave the name Kiliarnese, by some supposed to be Cape Cod, and following the coast in a circuitous course discovered an abrupt promontory well covered with forest trees, which he named Krossaness, and which archæologists have been led to think was one of the headlands of Boston harbor called by the Plymouth forefathers, in honor of their early agent, Point Allerton, the northerly termination of Nantasket Beach. The voyage of this last individual ended as it commenced by wintering at Vinland previous to a return to Greenland, the place from which it was projected.

Another of the same class of adventurers, but a person of considerable distinction and wealth among his countrymen, Thorfin by name, made a similar attempt in the same direction in 1007. By this time the route to Wineland, the vinland of Leif, had become well-known to the Icelandic and Norwegian navigators, and Thorfin, with more than usual encouragement, and an outfit ample for the days in which it was made, set sail in three vessels with seven score of men with the intention of planting a colony in some of the regions that had been discovered by his predecessors, or upon some new

and more suitable territory which he perchance might fall in with on his voyage. Whether the island abounding with wild dueks, to which he gave the name of Straumey, was Martha's Vineyard, and his new haven of Straumfiords was Buzzard's Bay, eannot well be determined; but it is related, that in proseeuting his investigations farther in an inland direetion by passing through a river giving prospeet of the desired land, and arriving in an expanse of water bountifully supplied with grain and fruitful vines, he met with savages whose description is not mueh unlike that of the New England Indians, and who foreed him mueh against his will to give up his contemplated design, and return home, not only frustrated but disheartened from making further attempts; and thus terminated, with the exception of a few smaller attempts, the voyages of the Ieelandie navigators and adventurers upon the Ameriean continent.

Wales, in the person of Madoc, son of Owen Gwynneth, claims to be interested in the first settling of America. It is asserted by Hakluyt, who wrote in the time of Queen Elizabeth, and whose book was first published in 1589, that this Welshman, a younger son of one of the Welsh rulers, left his natural home, where his relatives were quarrelling about an inheritance, and sailing for the west, made diseovery of land in the neighborhood of Florida, in the year 1170. It is also said that he made several voyages, and finally established himself and followers in a region not far from Mexico and the West Indies. But these aceounts, written at a time when England was aspiring to the sovereignty of the New World, are too frivolous, and are destitute of all internal evidenee of truth. The same may be said of almost all of the early elaimed discoveries, ineluding

those of the brothers Zeno: and, indeed, whatever may have been gained by these traditionary voyages, it is certain that they were forgotten for many years; and that, as late as the fifteenth century, Greenland was only known to the Norwegians and Danes as a lost land.

Notwithstanding the exalted idea Columbus had of the importance of his discovery, his imagination fell far short of its real greatness. He never dreamed of having given a new continent to the world; his utmost thought being that he had found a new and shorter passage to the long-known golden regions of the East. But it remained for another, Amerigo Vespucci, who followed in his plain and easy track, to take advantage of his ignorance, and give his name to the largest continent of the world, by announcing, as he did in his famous letter to Lorenzo de Medici, in 1504, that the land discovered in the western hemisphere was not the India long sought by a western passage, but a new and extensive continent.

On the fifth of March, 1496, John Cabot, a Venetian merchant residing in Bristol, England, obtained from Henry VII., King of England, a patent, giving power to himself and three sons (Lewis, Sebastian, and Sancius), or either of their legal representatives, to sail with five ships, procured at their own expense, for the purpose of making search for lands unknown to Christian people, where they should raise the standard of England, and occupy the land, thus discovered and possessed, as vassals of the English crown. The patentees were required to pay to the king one-fifth of all the proceeds of the enterprise; and, moreover, were bound to land at the port of Bristol on their return from all voyages. John Cabot, and his son Sebastian, a native of Bristol, and

afterwards more distinguished than his father, sailing from Bristol in the ship Matthew, undertook their voyage to the unknown regions of the west under this patent; and in this adventure made the first authentic discovery of the American continent. The land thus discovered by English merchants was a portion of Labrador, and the event took place on the twenty-fourth day of June, 1497, O. S., about fourteen months before Columbus on his third voyage came in sight of the main land, and nearly two years before Amerigo Vespucci (or, as he is better known, Americus Vespucius) ventured to follow the illustrious Columbus.

On the third of February of the next year, another patent, with more limited powers and privileges, was granted to John and Sebastian Cabot, father and son, who sailed for Labrador in the following May. In this voyage they made land very far to the north; and, having coasted as far south as the most southern boundary of Maryland, were compelled to put about and return to England on account of a deficiency of provisions. Although Sebastian Cabot kept up an interest in adventurous voyages until his death, at a very advanced age, very little is known of his making any subsequent to this.

Of the long list of illustrious names connected with the voyages made to the southern part of the North American Continent, nothing further need be said; but it may not be uninteresting to notice the fact, that in 1524, John de Verazzani, a Florentine, in the service of Francis I. of France, discovered a continent, in which he found a harbor supposed to be that of New York; and that he subsequently coasted along the northern shores as far as Newfoundland. Many were the voyagers who visited the American coast in northern latitudes

before the actual settlement of New England, some of whom attempted the establishment of colonies, but failed in their endeavors. Others attempted the colonization of Virginia with more or less success.

It would be a serious omission not to mention in this place, that, after the unfortunate attempts of Sir Walter Raleigh to make a settlement of Virginia, under the patent obtained of Queen Elizabeth, in 1584, Bartholomew Gosnold, a daring mariner from the western part of England, being possessed of a great desire for discovery, on the twenty-sixth of March, 1602, O. S., set sail from Yarmouth, in England, in a small vessel with only thirty-two men, and by the first direct course ever accomplished made land on the fourteenth of May following. After cruising about a fortnight, he disembarked on the eighteenth of May, probably the first Englishman who set foot on Massachusetts soil, selecting as a resting-place the small island called Cuttyhunk, the most westerly of the group at the mouth of Buzzard's Bay, known as the Elizabeth Islands, and about fifteen miles south of New Bedford. There upon a little but well wooded islet of about one acre of land, in a pond of fresh water, Gosnold built a fort, and established a home, the vestiges of which to a sharp and not incredulous eye may be seen at the present time. The stay at Cuttyhunk was of short duration, only long enough to give time for discoveries near the present site of New Bedford; for on the eighteenth of June, scarcely a month after his landing, he sailed with his men for home, and arrived at Exmouth, in the west of England, on the twenty-third of July. Gosnold, nothing daunted, returned to America in an expedition for the settlement of Virginia, where he died at Jamestown on the twenty-

sceond of August, 1607, much regretted by his associates, by whom he had been held in the highest esteem.

The next attempt, of any account, for the settlement of New England by Englishmen, was made in the year 1607, by Sir George Popham and Raleigh Gilbert, with a hundred men and the proper supplies. Having left Plymouth, England, on the last of May, they fell in with Monahigon Island, near the coast of Maine, on the eleventh of August, and selected, for their field of operations, a position at Sagadahoc, at the mouth of Kennebec River. There, after going through certain forms, they built a barn for a storehouse, and having fortified it in some degree against the hostile attacks of the natives, called it Fort St. George. Popham, under the title of President, took command of the small colony of forty-five persons, and the larger part of the original one hundred left for England on the fifth of the following December. Early the next year, on the fifth of February, Popham, their president, died, and the company soon after, discouraged by this sad event, and dispirited by the loss by fire of a great part of their stores, abandoned the settlement of Sagadahoc. The French, however, were more successful in their endeavors, and made several small settlements, the most important of which was Quebec, the foundations of which were laid by Samuel Champlain on the third of July, 1608.

Captain John Smith, whose name has become so familiar on account of his participation in the colonization of Virginia, and his visit to the New England coast, to which he gave name, set sail from the Downs on the third of March, 1613–14, and arrived at the island of Monahigon on the last of April, 1614. In a boat, which he had built since his arrival, Capt. Smith, with

eight men, explored the seacoast from Penobscot River to Cape Cod, trading with the natives, and giving names to the various localities, which he subsequently preserved upon a map of his own drawing, that is now regarded as one of the greatest curiosities which has been transmitted to posterity from the early voyagers. It was on this memorable occasion that, during the absence of the captain, the master of one of the vessels, Thomas Hunt, enticed on board his vessel twenty-four of the natives, and, conveying them into Spain, sold many of them for slaves. Among these captives was the famous Squanto, or Tisquantum, who subsequently, on being restored to his home, proved of very much service to the Plymouth colonists. Capt. Smith died in London on the twenty-first of June, 1631, in the fifty-second year of his age.

Captain Thomas Dermer, who had been with Captain Smith in his voyage to New England in 1614, visited the region of Plymouth in June, 1620, about six months previous to the memorable landing of the Plymouth forefathers. He restored to his home the captive Squanto, and then returned to Virginia, where he soon died of wounds received from the Indians of Martha's Vineyard.

On the sixth of September, 1620, O. S., the Plymouth forefathers, after previous ineffectual attempts, left the harbor of Plymouth, in England, in the May Flower, a vessel of a hundred and eighty tons' burden, and on the ninth of November, the sixty-fourth day of their voyage, came in sight of the cliffs of Cape Cod, as the promontory which now bears the name was called by Gosnold in 1602, although Smith in 1614 attempted to designate it Cape James in honor of the ruling sovereign of Eng-

Sa[illegible]d; and in the hospitable harbor of Provincetown N[illegible]opped anchor on the eleventh. There, on the last mentioned day, the pilgrim fathers of New England first entered into a most sacred compact for their better ordering and preservation; there the firstborn of that little band of self exiles first saw light; and there the immortal passengers of the May Flower first set foot on American soil, just one month before the famous landing upon Plymouth Rock, on Monday, the eleventh of December, 1620, O. S., which by the new style of reckoning time occurred on the twenty-first. On the fifth of April of the next year, the May Flower returned to England; the Fortune arrived on the ninth of November, 1621, the Ann and the Little James in August, 1623, and the Charity in 1624, and from this time forward arrivals at Plymouth were frequent.

[illegible] 1622, Thomas Weston, a London merchant, who had been among the most active of the adventurers in promoting the settlement of Plymouth, withdrew his interest and attempted the establishment of a plantation of his own; and for this purpose sent fifty or more men in two vessels, the Charity and the Swan, to commence a colony in the neighborhood of Plymouth, at a place called Wessagusset, part of the township of Weymouth. Not succeeding to their mind, and fearing destruction by the Indians, these men abandoned the design, and the plantation was broken up within a year of its commencement under the auspices of Mr. Weston.

In the year 1623, David Tompson, a Scotchman, and Edward and William Hilton, fishmongers of London, under patents obtained by John Mason and Sir Ferdinando Gorges, and others, commenced a settlement at Piscataqua River. Subsequently the Hiltons removed

to Cocheco, now known as Dover, in New Hampshi In 1624, under an indenture, with all the formality of charter, made on the first day of January, 1623–4, between Edmund, Lord Sheffield, on the first part, and Robert Cushman and Edward Winslow and their associates and planters at Plymouth, on the second, an attempt for the settlement of a plantation at Cape Ann was made by Roger Conant and others, under the patronage of the Dorchester Company in England. From this effort undoubtedly resulted the settlement of Salem, which dates its precedence from 1626, when a portion of Conant's colony removed to Naumkeik or Naumkeag, named by Smith on his early chart as Bastable, but subsequently called Salem by the early Massachusetts colonists.

During the same year an abortive attempt was made for a settlement at Mount Wollaston (now Quincy) by that prince of misrule, Thomas Morton, a London pettifogger. This by the instrumentality of the Plymouth colony was summarily prevented.

On the nineteenth of March, 1627–8, Sir Henry Rosewell and Sir John Young, with their associates near Dorchester, in England, purchased of the Council for New England a patent for that part of the country situated between three miles to the northward of the Merrimac River and three miles to the southward of the Charles River, and in length from the Atlantic Ocean to the South Sea. Under this charter, "the Governor and Company of the Massachusetts Bay in New England" commenced the settlement of the Massachusetts colony; and for this purpose they chose Matthew Cradock to be their Governor, and Thomas Goffe their Deputy-Governor; and Captain John Endicott and

Samuel Skelton and others were first sent over to Naumkeag, now Salem, which was the first town permanently settled in the Massachusetts colony, Endicott's company arriving in New England on the sixth of September, 1628, and Skelton's on the twenty-ninth of June, 1629. A few persons from the Salem people about the same time settled Mishawum, Charlestown, where were seated a tribe of Indians called Aberginians, under John Sagamore, their chief.

Perhaps the greatest step which the Massachusetts company took was consummated on the twenty-ninth of August, 1629, when it was determined, by the "general consent of the company," that the government and patent should be settled in New England. A few days previous to this resolution, twelve men, among whom were Sir Richard Saltonstall, Thomas Dudley, Isaac Johnson, Increase Nowell and John Winthrop, pledged themselves at Cambridge, to be ready to embark for New England with their families on the following March. In this stage of affairs, Matthew Cradock resigned his office as Governor, and John Winthrop was chosen in his place; and Mr. Goffe gave way to John Humphrey as Deputy-Governor.

It may be well, here, to pass in review the great charters under which the first colonists were induced to leave their old homes of England, and to transplant themselves to American soil. On the tenth day of April, 1606, O. S., the memorable letters patent passed the seals of Westminster, when the first James of England, son of the unfortunate Mary of Scotland, granted the first charter, to Sir Thomas Gates and Sir George Somers and others, and established by one instrument the two great colonies of America, — one

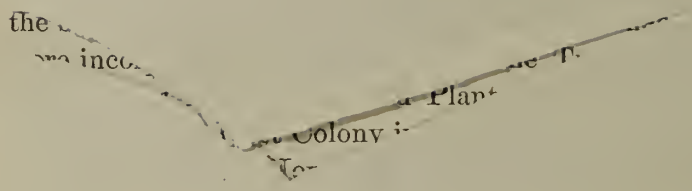
to be called "the First Colony of Virginia," and to be under the London Company, and the other to be called "the Second Colony of Virginia," and to be under the Plymouth Company. By this grant the territories of these two overlapped each other three whole degrees of latitude, without ever causing any serious difficulties between the colonies on this account. A second charter was granted to the London Company on the twenty-third of May, 1609, and a third charter to the same on the twelfth of March, 1611–12, when they were incorporated by the name of "the Treasurer and Company of Adventurers and Planters of the City of London for the First Colony in Virginia."

On the third of November, 1620, the patent of New England was granted to the "council established at Plymouth, in the county of Devon, for the planting, ruling, ordering and governing of New England in America." This document, generally designated as the "Great Patent of New England," was in reality the basis of the various charters, indentures, and grants which were so numerous during the first years of the colonization of New England; and which, with the exception of the Massachusetts Charter, under which the settlement of Boston was commenced, need not be mentioned in this connection.

On the fourth of March, 1628–9, O. S., the first Charles of England granted letters patent to Sir Henry Rosewell and others as a body corporate "by the name of the Governor and Company of the Massachusetts Bay, in New England." The original of this is preserved in the State archives, and has upon it the certificate, signed by Charles Cæsar, that Matthew Cradock qualified under the charter on the eighteenth of March,

1628–9; a duplicate of the same is preserved at Salem. The original at Boston has the following indorsement: "A perpetuity granted to Sir Henry Rosewell and others of parte of Newe England, in America. Wolseley." The Salem copy has this indorsement: "A duplicate upon a pa —— granted to Sir Henry Rosewell and others. Wolseley." The original has the autograph signature of Wolseley, while the latter has the name written by the engrosser.

Such was the condition of New England, and such the settlements in the colonies of Plymouth and Massachusetts, when the first settlers of Boston were preparing for planting a colony on the territory which the following chapters will attempt to describe.



us in the Night; and they hearkened to his Coun-
and came not. I my self was one of the Centinals
st Night: Our Captain was a Low Country Soul-
, one Mr. *Southcot*, a brave Souldier. In the Morning
some of the *Indians* came and stood at a distance off,
looking at us, but came not near us: but when they had
been a while in view, some of them came and held out a
great *Bass* towards us; so we sent a Man with a Bisket,
and exchanged the Cake for the Bass. Afterwards they
supplied us with Bass, exchanging a Bass for a Bisket-
Cake, and were very *friendly* unto us.

"Oh *Dear Children*! Forget not what Care God had over his dear Servants, to watch over us, and protect us in our weak beginnings. Capt. *Gorgeb* turned ashore Us and our Goods, like a mercyless Man, but God, even *our merciful God*, took pity on us; so that we were supplied, first with a Boat, and then caused many *Indians*, (some *Hundreds*) to be ruled by the Advice of *one Man*, not to come near us: Alas had they come upon us, how soon might they have destroyed us! I think *We* were not above *Ten* in Number. But God caused the *Indians* to help us with Fish at very cheap Rates. We had not been there many Days, (although by our Diligence we had got up a kind of Shelter, to save our Goods in) but we had Order to come away from that Place, (which was about *Watertown*) unto a Place called *Mattapan* (now *Dorchester*) because there was a *Neck of Land* fit to keep our Cattle on: So we removed and came to *Mattapan*: The *Indians* there also were kind unto us.

"Not long after, came *our renowned & blessed Governour*, and divers of *his Assistants* with him. Their Ships came into *Charles River*, and many Passengers landed at *Charlestown*, many of whom died the Winter follow-

ing. Governour *Winthrop* purposed to set down
Station about *Cambridge*, or somewhere on the Ri
but viewing the Place, liked that *plain Neck* th
called then *Black-stones-Neck*, now *Boston*. But in
mean time, before they could build at *Boston*, they lived
many of them in Tents and Wigwams at *Charlestown*;
their *Meeting-Place* being abroad under a *Tree;* where I
have heard Mr. *Wilson* and Mr. *Phillips* Preach many
good Sermon.

"In those Days God did cause his People to trust in him, and to be contented with mean things. It was not accounted a strange thing in those Days to drink *Water*, and to eat *Samp* or *Hommine* without Butter or Milk. Indeed it would have been a strange thing to see a piece of Roast Beef, Mutton or Veal; though it was not long before there was Roast *Goat*. After the first Winter, we were very Healthy; though some of us had no great Store of Corn. The *Indians* did sometimes bring Corn, and Truck with us for Cloathing and Knives; and once I had a Peck of Corn or thereabouts, for a little Puppy-Dog. *Frost-fish*, *Muscles* and *Clams* were a Relief to many."

In speaking of Boston in the olden time the peninsula alone is intended to constitute the town; and this extended from Winnisimmet Ferryways to the Roxbury Line. It should not be forgotten, however, that the town had land out of the peninsula. The old records of the colony inform us that, on the seventh of November, 1632, it was ordered, "that the necke of land betwixte Powder Horne Hill & Pullen Poynte shall belonge to Boston, to be enioyed by the inhabitants thereof for ever." On the fourteenth of May, 1634, "the Court hath ordered, that Boston shall have convenient inlarge-

DESCRIPTION OF BOSTON.

CHAPTER I.

ARRIVAL OF COLONISTS AND SETTLEMENT OF BOSTON.

Arrival of the Colonists of Boston at Salem, in 1630 ··· Departure from Yarmouth, England, 8 April, 1630 ··· The Humble Request ··· Arrival at Charlestown ··· William Blaxton at Shawmut ··· Death of Isaac Johnson at Charlestown ··· Removal of the Colonists to Trimountaine ··· Origin of the name of Boston ··· Improbable Traditions ··· Scanty Fare and Meagre Accommodations ··· Capt. Clap's Account of Hardships ··· Boston in the Olden Time on the Peninsula ··· The early limits of the Town ··· Pulling Point, Rumney Marsh, and Winnisimmet ··· Mount Wollaston, or Merry Mount, and Muddy Brook ··· Chelsea incorporated as a Town in 1739, and as a City in 1857 ··· North Chelsea incorporated in 1846, and Winthrop in 1852 ··· Islands, Dorchester Neck and Point, and Washington Village ··· Annexation of Roxbury in 1868, and Dorchester in 1870 ··· Incorporation of Roxbury as a Town in 1630, and City in 1846, and Change of Boundary ··· Incorporation of West Roxbury in 1851 ··· Incorporation of Dorchester in 1630, and Change of Boundary in 1855 ··· Hyde Park incorporated in 1868 ··· Position of Boston ··· Area, Shape and Size of the Peninsula ··· Length and Breadth of the old Town.

On Saturday, the twelfth day of June, according to the old style of reckoning time, and in the year 1630, rode into the outer harbor of Salem the Arbella and other vessels conveying the first germ of a small town, which was destined soon to be the capital of a new colony and the metropolis of a great country.

Mr. John Winthrop, a man of extraordinary strength of mind and perseverance, together with other men of kindred spirit, as the leaders of a large company of self-exiled colonists, left the land of their birth and childhood,

their friends, their relatives and almost all they held dear, and set sail from Yarmouth, in England, on the eighth day of April, 1630, to be tossed for many days and nights upon the waves of the perilous ocean, to plant themselves in trans-atlantic regions on the shores of a wild, but free country, to establish a safe resting-place for the oppressed of all nations of the earth. While at Yarmouth, the principal men signed on board the Arbella that excellent address styled "the Humble Request of his Majesty's loyal subjects, the Governor and Company late gone for New England, to the rest of their brethren in and of the Church of England, for the obtaining of their prayer, and the removal of suspicions and misconstructions of their intentions."

Not intending to remain at Salem, where Mr. John Endicott and his associates were already seated, a delegation was sent, on the seventeenth of June, to seek out a suitable place for the new comers to commence a settlement. These visited Charlestown, the Mishawum (in Indian dialect "a great spring") of the aboriginal inhabitants, where Mr. Thomas Walford and others dwelt, and other neighboring localities previous to their return to Salem on the nineteenth, where they reported favorably for building at Charlton, as they abbreviated the name, which the residents there called Charles Town. By the first of July the Arbella had been removed with the passengers to this place of their choice; and during the month, the greatest part of the fleet that left England with Mr. Winthrop had arrived safely into port in the present harbor of Boston.

When the first English resident of Boston, Mr. William Blaxton (spelled sometimes Blackstone), a retired Episcopal clergyman, selected the peninsula for his place

of abode, it bore the name of Shawmut, given by its former inhabitants, Indians of the Massachusetts Bay, the appellation signifying in their dialect "living fountains."

The people of Charlestown very early renounced the Indian name of their town; and they also gave to the peninsula on the other side of the river, south of them, the name of Trimountaine, in consequence of the prominent hill upon it, which had three distinct heads or summits. Governor Winthrop and his company of adventurers did not long remain satisfied with their location north of the Charles River, but were soon induced to remove to Trimountaine, at the earnest entreaties of Mr. Blaxton, already seated there, who, among other inducements, told of excellent springs of good water, which there abounded. Authority that can be relied upon (a writer in the old volume of Charlestown records) says, "In the meantime Mr. Blackstone, dwelling on the other side of Charles River, alone, at a place by the Indians called Shawmutt, where he only had a cottage at, not far off, the place called Blackstone's Point, he came and acquainted the Governor of an excellent spring there, withal inviting him and soliciting him thither. Whereupon, after the death of Mr. Johnson and divers others, the governor, with Mr. Wilson and the greatest part of the church removed thither; whither also the frame of the governor's house, in preparation at this town, was (also to the discontent of some) carried when people began to build their houses against winter, and this place was called Boston." The exact date of removal from Charlestown to the peninsula cannot be ascertained. It is certain that Mr. Isaac Johnson died at Charlestown on the thirtieth of September, 1630, and that a Court of

Assistants was held at the same place two days previous; and it is also known that the first General Court of the colony held in Boston was on the nineteenth day of October, 1630. The Massachusetts Colony Records, under date of the twenty-third of August, of the same year, give the following: "It was ordered, that there shold be a Court of Assistants helde att the Gou^rn^rs how on the 7th day of Septemb^r nexte, being Tuesday, to begin att 8 of the clocke." This meeting was held at Charlestown (where it is to be inferred that the Governor dwelt) on the appointed day, and then the ever memorable order was passed which gave to the peninsula the name it now bears. The exact record which chronicles the naming of three important towns is: "It is ordered, that Trimountaine shalbe called Boston; Mattapan, Dorchester; & the towne vpon Charles Ryuer, Waterton." There is therefore good reason for believing that Boston was not settled by the English colonists until after the month of September, 1630, although the town took its present name on the seventh day of that month according to the old style, or on the seventeenth according to the new style now in use; and this is confirmed by the fact that the Court was held on the twenty-eighth day of September at the Governor's house in Charlestown, and by the statement already quoted that the removal was not made until after the decease of Mr. Johnson, which occurred on the thirtieth.

It has been stated by many historical writers, that the name of Boston was given to the peninsula out of respect to Rev. John Cotton, subsequently the beloved teacher of the first church established within its limits, he having served many years as vicar of St. Botolph's in the borough of Boston, in Lincolnshire in England.

This was not the case: in proof of which we have only to call to mind that it was not until the fourth of September, 1633 (three years after the act of the General Court), that the Griffin, a noble vessel of three hundred tons burden, sailed into Boston harbor, bringing Rev. John Cotton, and with him a choice freight of about nine hundred individuals, some of whom were the magnates of the ancient borough of Boston; for Mr. Atherton Hough had been Mayor of old Boston, and he and Mr. Thomas Leverett afterwards the Ruling Elder, and the church of which John Wilson was pastor, and Mr. Cotton the teacher, had resigned their places of aldermanship just before taking their voyage to New-England in July. The true reason for giving the name of Boston to the peninsula was undoubtedly in honor of Mr. Isaac Johnson, the great friend and supporter of the Massachusetts Colony, who came over with Winthrop in 1630, and died in Charlestown about three weeks after the naming of the town; his wife, the Lady Arbella, after whom the principal ship had been named, having died at Salem a month previous. Mr. Johnson was from Boston in England; and there he made a will in April, 1628, styling himself of Boston, making bequests to his minister and the poor of Boston, and providing that he should "be buryed in the church yard of Boston." It would be presumptuous to suppose for a moment that he meant Boston in New England, as he had not at the time of executing this instrument resolved to remove to America, nor had the name at that time been given to the peninsula; nevertheless, this last-mentioned provision has been the foundation of improbable traditions that have obtained large credence, and which will be alluded to hereafter.

The arrival of Governor Winthrop and his company is thus alluded to in the "New Englands Memorial," by Nathaniel Morton, Secretary of the Colony of New Plymouth, printed in 1669.

"This Year [1630] it pleased God of his rich grace to Transport over into the Bay of the *Massachu*[illegible] divers honourable Personages, and many worth[illegible]er and tians, whereby the Lord began in a manifest [illegible] he had of way to make known the great thought[illegible]arbarous Wilder-Plant[illegible] the Gospel in this remo[illegible]ay of Instituted Worness, and non[illegible]ring his ship, causing such [illegible] many to adhere thereunto, and fall upon the practice thereof: Among the rest, a chief one amongst them was that famous Patern of Piety and Justice Mr. *John Winthrop*, the first Governour of that Jurisdiction, accompanied with divers other precious Sons of *Sion*, which might be compared to the most fine gold. Amongst whom also I might name that Reverend and Worthy man, Mr. *John Wilson*, eminent for Love and Zeal; he likewise came over this year, and bare a great share of the difficulties of these new beginnings with great cheerfulness and alacrity of spirit: They came over with a Fleet of ten Ships, three of them arriving first at *Salem*, in which several of the chiefest of them came, who repaired sundry of them in some short time into the Bay of the *Massachusets;* the other seven Ships arrived at *Charlestown*, when it pleased the Lord to exercise them with much sickness, and being destitute of housing and shelter, and lying up and down in Booths, some of them languished and died: yea, it pleased God to take away amongst the rest, that blessed Servant of Christ Mr. *Isaac Johnson* with his Lady, soon after their arrival, with sundry other precious Saints. This sick-

ness being heavy upon them, caused the principal of them to propose to the rest to set a day apart to seek the Lord for the aswaging of his displeasure therein, as also for direction and guidance in the solemn enterprize of entering into Church-fellowship; which solemn day of [illegible] was observed by all, not onely of themselves, [illegible] their Brethren at *Plimouth* in their behalf: [illegible] was intreated not onely to asswage the ing, and in [illegible] encouraged their hearts to a begin- in the great Work [illegible] time after to a further progress Christ in Church-fellowship, [illegible] a way of Worshipping [illegible] to P[illegible] Institution.

"The first that began in the work of the Lord above-mentioned, were their honoured Governour Mr. *John Winthrop*, Mr. *Johnson* fore-named, that much honoured Gentleman Mr. *Thomas Dudley*, and Mr. *John Wilson* aforesaid; These four were the first that began that honourable Church of *Boston*, unto whom there joyned many others. The same year also Mr. *George Philips* (who was a worthy Servant of Christ, and Dispenser of his Word) began a Church-fellowship at *Watertown;* as did also Mr. *Maverick* and Mr. *Wareham* at Dorchester the same year.

"Thus out of small beginnings greater things have been produced by his hand that made all things of nothing: and as one small Candle may light a thousand; so the Light here kindled hath shone unto many, yea in some sort to our whole Nation. Let the glorious Name of *Jehovah* have all the praise in all Ages."

To give the reader somewhat of an idea of the scanty fare and meagre accommodations of the first settlers of Boston, the brief recital of an account written by an

early colonist will suffice. Captain Roger Clap, who so vividly describes the trials and sufferings of the early comers, was of the company that settled at Dorchester with those excellent ministers John Warham and John Maverick. He set sail with others from Plymouth England, in the ship Mary and John, on the [illegible] of March, 1629–30, and after a passage of [illegible] weeks, arrived at Hull the thirtieth of May, [illegible], about a fortnight before Governor Winthrop and his fleet reached Salem. In this writing, addressed to his children a short time before his death, which occurred on the second of February, 1690–1, he described the forlorn condition of himself and company in the following words, which will clearly illustrate the condition of our Boston colonists who so soon afterwards went through the same trials:

"When we came to *Nantasket*, Capt. *Squeb*, who was Captain of that great Ship of *Four Hundred* Tons, would not bring us into *Charles River*, as he was bound to do; but, put us ashore and our Goods on *Nantasket Point*, and left us to shift for our selves in a forlorn Place in this Wilderness. But as it pleased God, we got a Boat of some old Planters, and laded her with Goods; and some able Men well Armed went in her unto *Charlestown*: where we found *some Wigwams* and *one House*, and in the House there was a Man which had a boiled *Bass*, but no *Bread* that we see: but we did eat of his Bass, and then went up *Charles River*, until the River grew narrow and shallow, and there we landed our Goods with much Labour and Toil, the Bank being steep. And Night coming on, we were informed that there were hard by us *Three Hundred Indians*: One *English Man* that could speak the *Indian Language* (an old Planter) went to them and advised them not to come

m[t] att Mount Woo
ferent men." On the
that Winetsemet, & t
builte, shall ioyne themse
ton, as members of that tow
Court." Muddy River, now p
line, was also very early a part o
these appendages to the town were
inhabitants of the town, a minute o
with great exactness upon the town reco

It may be interesting for some to know town of Braintree was established on the thirteenth of May, 1640, and that it included "Mount Wollaston," the Merry Mount of Thomas Morton's wild days, or "the Mount," as it was generally called in the Boston records; and that Muddy River (or Muddy Brook) was placed within the jurisdiction of "Newe Towne" on the twenty-fifth of September, 1634. Winnisimmet, Rumney Marsh, and Pulling Point, were set off from Boston, and incorporated as the town of Chelsea on the ninth of January, 1738–9, and the territory has since been divided into three separate municipalities: — Chelsea, incorporated as a city on the thirteenth of March, 1857, North Chelsea as a town on the nineteenth of March, 1846, and Winthrop also as a town on the twenty-seventh of March, 1852.

Many of the islands of the harbor were very early placed under the jurisdiction of the town, and remain so to the present day. Dorchester Neck and Point were annexed to Boston on the sixth of March, 1804, and Washington Village, formerly a part of Dorchester, on the twenty-first of May, 1855.

By an act of the legislature of the Commonwealth, approved by the governor on the first of June, 1867, the

question of annexation of the city of Roxbury to Boston was submitted to the legal voters of Boston and Roxbury. The act was accepted by the decisive action of the voters on the ninth of September, 1867, the vote in Boston standing 4,633 yeas against 1,059 nays, and in Roxbury, 1,832 yeas against 592 nays; and the union of the two municipalities was consummated on the sixth day of January, 1868. On the fourth of June, 1869, the governor approved an act to unite the city of Boston and the town of Dorchester, and the same was submitted for acceptance to the voters on the twenty-second day of June following, the result being in Boston, 3,420 votes in favor of annexation, and 565 against; and in Dorchester, 928 votes in favor, and 726 against; and so the union was established, to take place on the third of January, 1870.

The town of Roxbury may be said to have been incorporated on the twenty-eighth day of September, 1630, O. S., when it was first taxed for the support of military teachers. It was incorporated as a city by an act approved by the governor on the twelfth of March, 1846, and accepted by the legal voters of the town on the twenty-fifth day of the same month, there being 836 votes for and 192 against the charter. At various times its boundary line with Boston was altered and established by acts of the legislature; the most important of which were approved on the sixteenth of March, 1836, the third of May, 1850, and the sixth of April, 1859. The town of West Roxbury was set off from the City of Roxbury and incorporated on the twenty-fourth of May, 1851.

Dorchester has the same date of incorporation as Boston. By an act of the legislature approved on the

second of May, 1855, so much of this town as was situated on the southeasterly side of Neponset River, near to and at the place called Squantum, was set off and annexed to the town of Quincy. By another act of the legislature, approved on the twenty-second day of April, 1868, a portion of the town was set off to form part of the town of Hyde Park, leaving the southerly boundary of the town as at present.

The old geographers tell us that Boston was the shire town of Suffolk County and the capital of the Commonwealth of Massachusetts; still older ones called it the capital of the Province of the Massachusetts-Bay in New-England; and our forefathers designated it as the place where the governor and company of the colony, and subsequently, instead of company, the assistants and deputies, held their courts. An old writer, who seems to have had much reverence for the neighboring college at Cambridge, tells us that the town lies in longitude 0° 04′ east from the meridian of Cambridge, a place where astronomical observations can most easily be made, — a fact which has now become patent, — and in latitude 42° 23′ north. In using these figures in the present instance, our astronomical readers must allow a little indulgence, for careful observations had not then been made so accurately as to give the nice figures reduced to decimals of seconds, which can be found in the books of the observatory of the university at Cambridge. The true latitude of Boston is 42° 21′ 27.6″ north, and the longitude 5° 59′ 18″ east from Washington, and 71° 3′ 30″ west from Greenwich. When it is noon at Boston, it is 44′ 14 past four o'clock P.M. at Greenwich Observatory, and 36 minutes past eleven o'clock A.M. at Washington.

The peninsula selected for the settlement of the party that came over in 1630 was small, containing an area of less than one thousand acres, and was very irregular in shape. On its north was the Mill Cove, part of the Charles River; on its west was an expansion of the same river, forming what was known as the Back Bay, and which might with propriety have been called the West Cove; on the south was the township of Roxbury; and on the east was the Great Cove and the South Cove, east of which was [illegible] most convenient harbor that opened by narrow and deep channels into an extensive bay, both of which were bounded with excellent highlands fit for the sites of innumerable towns, that in time were to be tributary to the capital of the colony.

The length of the town, running north-northeast from the Roxbury line to the place early selected for the fortification on the neck, which was really in the early days of the town its entrance,—for the neck land was considered only as an appendage to the town,—was about one mile and thirty-nine yards, and the distance thence to the Winnisimmet ferry was one mile and three-quarters and one hundred and ninety-nine yards, making the whole length of the town about two miles, three-quarters and two hundred and thirty-eight yards.

The breadth of the peninsula, owing to its irregular shape, varied much at different places. Near the fortification it was very narrow; but proceeding north it widened, measuring on the present line of Essex and Boylston streets to the water on the west side about eleven hundred and twenty-seven yards. From the present situation of Foster's wharf, southeast of Fort Hill to the northwesterly end of Leverett street, the breadth was one mile and one hundred and thirty-nine

yards. Advancing farther to the northward, and taking the measurement from the Old Mill Pond, a few yards east of where the church of St. Mary now stands in Endicott street, through Cross street to the water on the east, it was two hundred and seventy-five yards only in breadth. From Charlestown ferry (now Charles River Bridge) through Prince street, North square and Sun Court street to the water, the breadth measured seven hundred and twenty-six yards.

CHAPTER II.

EARLY DESCRIPTIONS OF BOSTON.

Early Description by William Wood in 1634 ··· Situation of Mount Wollaston, Dorchester, and Roxbury ··· Stony River ··· Boston and Boston Neck ··· Captain Johnson's Description of Dorchester, Boston and Roxbury in 1654 ··· John Josselyn's Account of the Town in 1675 ··· Account by a French Protestant Refugee in 1687 ··· The Town ··· Cost of Passage to America ··· Scarcity of Laborers ··· Products ··· Trade ··· Liberty ··· French Families ··· Wild Beasts and Reptiles ··· Manners and Behavior of the Colonists.

BEFORE entering into a particular description of the topography of Boston, it may be well to see how it and the neighboring towns, Roxbury and Dorchester, both of which have been annexed to it, were described by some of the earliest of the New-England writers. Mr. William Wood, who was in Lynn, Boston, and perhaps in the Plymouth Colony, very early after the first settlement of the country, thus writes of the town in his "New Englands Prospect," which he styles "a true, lively, and experimentall description of that part of America, commonly called New England: discovering the state of that Countrie, both as it stands to our new-come English Planters; and to the old Native Inhabitants. Laying downe that which may both enrich the knowledge of the mind-travelling Reader, or benefit the future Voyager." Mr. Wood's books are what book-fanciers call in puritan quarto, and were "printed at London by Tho. Cotes, for Iohn Bellamie, and are to be sold at his

shop, at the three Golden Lyons in Corne-hill, neere the Royall Exchange, 1634:"

"Having described the situation of the countrey in generall, with all his commoditics arising from land and Sea, it may adde to your content and satisfaction to be informed of the situation of every severall plantation, with his conveniences, commodities, and discommodities, &c. where first I will begin with the outmost plantation in the patent to the Southward, which is called *Wessagutus*, [Wessaguscus, now Weymouth] an *Indian* name: this as yet is but a Small Village, yet it is very pleasant, and healthfull, very good ground, and is well timbred, and hath good store of Hey ground; it hath a very spacious harbour for shipping before the towne; t' salt water being navigable for Boates & Pinnaces two leagues. Here the inhabitants have good store of fish of all sorts, and Swine, having Acornes and Clamms at the time of yeare; here is likewise an Alewife river. Three miles to the North of this is Mount *Walleston* [Wollaston, now Quincy], a verry fertile soyle, and a place verry convenient for Farmers houses, there being great store of plaine ground, without trees. This place is called *Massachusets fields* where the greatest *Sagamore* in the countrey lived before the Plague, who caused it to be cleared for himselfe. The greatest inconvenience is, that there is not very many Springs, as in other places of the countrey, yet water may bee had for digging: a second inconvenience is that Boates cannot come in at a low water, nor ships ride neare the shore. Sixe miles further to the North, lieth *Dorchester;* which is the greatest Towne in *New England;* well woodded and watered; very good arable grounds and Hay-ground, faire Cornefields, and pleasant Gardens, with Kitchin-gardens: In

this plantation is a great many Cattle, as Kine, Goats, and Swine. This plantation hath a reasonable Harbour for ships: here is no Alewife-river, which is a great inconvenience. The inhabitants of this towne, were the first that set upon the trade of fishing in the Bay, who received so much fruite of their labours, that they encouraged others to the same undertakings. A mile from this Towne lieth *Roxberry*, which is faire and handsome Countrey-towne; the inhabitants of it being all very rich. This Towne lieth upon the Maine, so that it is well woodded and watered; having a cleare and fresh Brooke running through the Towne: Vp which although there come no Alewiues, yet there is great store of Smelts, and therefore it is called Smelt-brooke.

"A quarter of a mile to the North-side of the Towne, is another River called *Stony-river*; upon which is built a water-milne. Here is good ground for Corne, and Medow for Cattle: Vp westward from the Towne it is something rocky, whence it hath the name of *Roxberry*; the inhabitants have faire houses, store of Cattle, impaled Corne-fields, and fruitfull Gardens. Here is no Harbour for ships, because the Towne is seated in the bottome of a shallow Bay, which is made by the necke of land on which *Boston* is built; so that they can transport all their goods from the Ships in Boats from *Boston*, which is the nearest Harbour.

"*Boston* is two miles North-east from *Roxberry:* His situation is very pleasant, being a *Peninsula*, hem'd in on the South-side with the Bay of *Roxberry*, on the North-side with *Charles-river*, the Marshes on the backe-side, being not halfe a quarter of a mile over, so that a little fencing will secure their Cattle from the Woolues. Their greatest wants be Wood, and Medow-ground, which

never were in that place; being constrayned to fetch their building-timber, and fire-wood from the Ilands in Boates, and their Hay in Loyters: It being a necke and bare of wood: they are not troubled with three great annoyances, of Woolves, Rattle-snakes, and Musketoes. These that live here upon their Cattle, must be constrayned to take Farmes in the Countrey, or else they cannot subsist; the place being too small to containe many, and fittest for such as can Trade into *England*, for such commodities as the Countrey wants, being the chiefe place for shipping and merchandize.

"This *necke of land* is not above foure miles in compasse, in forme almost square, having on the south-side at one corner, a great broad hill, whereon is planted a Fort, which can command any ship as shee sayles into any Harbour within the still Bay. On the North-side is another Hill, equall in bignesse, whereon stands a Windemill. To the North-west is a high Mountaine with three little rising Hils on the top of it, wherefore it is called the *Tramount*. From the top of this Mountaine a man may over-looke all the Ilands which lie before the Bay, and discry such ships as are upon the Sea-coast. This Towne although it be neither the greatest, nor the richest, yet it is the most noted and frequented, being the Center of the Plantations where the monthly Courts are kept. Here likewise dwells the Governour: This place hath very good land, affording rich corne-fields, and fruitefull Gardens; having likewise sweete and pleasant Springs. The inhabitants of this place for their enlargement have taken to themselves Farme-houses, in a place called *Muddy-river*, two miles from their Towne; where is good ground, large timber, and store of Marsh land, and Meadow. In this place they keepe their Swine and

other Cattle in the Summer, whilst the Corne is on the ground at *Boston*, and bring them to the Towne in Winter."

This description of Mr. Wood should forever put to an end the preposterous traditions (so called), about buildings erected all over the town, with timber cut and hewn upon the spot. If these could be believed, trees would have grown in places which in the first days of the town were nothing but salt marshes and creeks.

Capt. Edward Johnson, of Woburn, in his "Wonder Working Providence of Sions Saviour, in New England," printed at the Angel in Cornhill, 1654, thus describes Boston, Dorchester and Roxbury, in giving an account of the establishment of the third, fourth, and fifth churches in the Massachusetts Colony, the first being at Salem, and the second at Charlestown.

Of the town of Dorchester, where was planted the third church of the Massachusetts Colony, he says:

"The third Church of *Christ* gathered under this Government was at *Dorchester*, a frontire Town scituated very pleasantly both for facing the Sea, and also its large extent into the main Land, well watered with two small Rivers; neere about this Towne inhabited some few ancient Traders, who were not of this select band, but came for other ends, as *Morton* of *Merrymount*, who would faine have resisted this worke, but the provident hand of *Christ* prevented. The forme of this Towne is almost like a Serpent turning her head to the Northward; over against *Tompsons* Island, and the Castle, her body and wings being chiefly built on, are filled somewhat thick of Houses, only that one of her Wings is clipt, her Tayle being of such a large extent that shee can hardly draw it after her; Her Houses for dwelling

are about one hundred and forty, Orchards and Gardens full of Fruit-trees, plenty of Corne-Land, although much of it hath been long in tillage, yet hath it ordinarily good erops, the number of Trees are neare upon 1500. Cowes, and other Cattell of that kinde about 450. Thus hath the Lord been pleased to increase his poore dispersed people, whose number in this Flock are neare about 150. their first Pastor called to feede them was the Reverend, and godly Mr. *Maveruck*."

The same writer describes Boston, where the third church was established, in the following words:

"After some little spaee of time the Church of *Christ* at *Charles* Town, having their Sabbath assemblies oftenest on the South side of the River, agreed to leave the people on that side to themselves, and to provide another Pastor for *Charles* Towne, which accordingly they did. So that the fourth Church of *Christ* issued out of *Charles* Towne, and was seated at *Boston*, being the Center Towne and Metropolis of this Wildernesse worke (but you must not imagine it to be a Metropolitan Chureh) invironed it is with the *Brinish* flouds, saving one small Istmos, which gives free aecesse to the Neighbour Townes; by Land on the South-side, on the North-west, and North-east, two constant Faires are kept for daily traffique thereunto, the forme of this Towne is like a heart naturally seituated for Fortifieations, having two Hills on the frontice part thereof next the Sea, the one well fortified on the superfiees thereof, with store of great Artillery well mounted, the other hath a very strong battery built of whole Timber, and filled with Earth, at the descent of the Hill in the extreme poynt thereof, betwixt these two strong arms lies a large Cave or Bay, on which the ehiefest part of this Town is

built, over-topped with a third Hill, all three like over-topping Towers keepe a constant watch to fore-see the approach of forrein dangers, being furnished with a Beacon and lowd babling Guns, to give notice by their redoubled eccho to all their Sister-townes, the chiefe Edifice of this City-like Towne is crowded on the Sea-bankes, and wharfed out with great industry and cost, the buildings beautifull and large, some fairly set forth with Brick, Tile, Stone and Slate, and orderly placed with comly streets, whose continuall inlargement presages some sumptuous City. The wonder of this moderne Age, that a few yeares should bring forth such great matters by so meane a handfull, and they so far from being inriched by the spoiles of other Nations, that the states of many of them have beene spoiled by the Lordly Prelacy, whose Lands must assuredly make Restitutions. But now behold the admirable Acts of *Christ*, at this his peoples landing, the hideous Thickets in this place were such that Wolfes and Beares nurst up their young from the eyes of all beholders, in those very places where the streets are full of Girles and Boys, sporting up and downe, with a continued concourse of people. Good store of Shipping is here yearly built, and some very faire ones: both Tar and Mastes the Countrey affords from its own soile; also store of Victuall both for their owne and Forreiners-ships, who resort hither for that end: this Town is the very Mart of the Land, *French*, *Portugalls* and *Dutch*, come hither for Traffique."

Roxbury, where he classes the fifth church in the colony is thus described by Capt. Johnson:

"The fift Church of *Christ* was gathered at *Roxbury*, scituated between *Boston* and *Dorchester*, being well watered with coole and pleasant Springs issuing forth

the Rocky-hills, and with small Freshets, watering the Vallies of this fertill Towne, whose forme is somewhat like a wedge double pointed, entering betweene the two foure named Townes [Dorchester and Boston], filled with a very laborious people, whose labours the Lord hath so blest, that in the roome of dismall Swampes and tearing Bushes, they have very goodly Fruit-trees, fruitfull Fields and Gardens, their Heard of Cowes, Oxen and other young Cattell of that kind about 350. and dwelling-houses neere upon 120. their streetes are large, and some fayre Houses, yet have they built their House for Church-assembly, destitute and unbeautified with other buildings. The Church of *Christ* here is increased to about 120. persons, their first Teaching *Elder* called to Office is Mr. *Eliot* a yong man, at his comming thither of a cheerfull spirit, walking unblameable, of a godly conversation, apt to teach, as by his indefatigable paines both with his own flock, and the poore *Indians* doth appeare, whose Language he learned purposely to helpe them to the knowledge of God in *Christ*, frequently Preaching in their *Wigwams*, and Catechizing their Children."

John Josselyn, gent., who visited New England about two hundred years ago, on his return to England wrote an account of his two voyages, which were published at the Green Dragon in St. Paul's churchyard, London, in 1675. He compiled largely from Johnson's description of the town, and added a few interesting particulars, from which the following is extracted: "The houses are for the most part raised on the sea-banks and wharfed out with great industry and cost, many of them standing upon piles, close together on each side of the streets as in *London*,

and furnished with many fair shops, their materials are Briek, Stone, Lime, handsomely eontrived, with three meeting Houses or Churches, and a Town-house built upon pillars where the merchants may eonfer, in the Chambers above they keep their monthly Courts. Their streets are many and large, paved with pebble stone, and the South-side adorned with Gardens and Orchards. The Town is rich and very populous, mueh frequented by strangers, here is the dwelling of their Governour. On the North-west and North-east two eonstant Faires are kept for daily Traffick thereunto. On the South there is a small but pleasant Common, where the Gallants a little before Sunset walk with their *Marmalet*-Madams, as we do in *Moorfields*, &c., till the nine a eloek Bell rings them home to their respeetive habitations, when presently the Constables walk their rounds to see good orders kept, and to take up loose people. Two miles from the town at a plaee ealled *Muddy-River*, the Inhabitants have Farms, to which belong rieh arable grounds and meadows where they keep their Cattle in the Summer, and bring them to *Boston* in the Winter; the Harbour before the Town is filled with Ships and other Vessels for most part of the year."

A very interesting traet in the manuscript collections of Antoine Court, preserved in the Library of Geneva, and published in a magazine in February, 1867, eontains very interesting particulars relating to Boston in 1687. It was written by a French Protestant refugee, who it appears set out for Ameriea two years after the Revocation of the Ediet of Nantes, and arrived in Boston on the seventeenth of Oetober of that year, for the purpose of colleeting information to guide his fellow-refugees in a proposed plan of settlement in Ameriea. Mr. J. C.

Brevoort, of Brooklyn, caused an edition of one hundred and twenty-five copies of a translation by Mr. E. T. Fisher to be printed for distribution among his literary correspondents. Although the name of the author is unknown, it is evident the tract was written by an intelligent and observing person, a native of Languedoc. The following abstracts are given in the language of the translator. He describes the town, on his arrival, thus:

"We sighted Cape Coot [Cod], which is twenty Leagues from Boston towards the South, and on the Morrow we arrived at Boston, after having fallen in with a Number of very pretty Islands that lie in Front of Boston, most of them cultivated and inhabited by Peasants, which form a very fine View. Boston is situated at the Head of a Bay possibly three or four Leagues in Circumference, shut in by the Islands of which I have told you. Whatever may be the Weather, Vessels lie there in Safety. The Town is built on the Slope of a little Hill, and is as large as La Rochelle. The Town and the Land outside are not more than three Miles in Circuit, for it is almost an Island; it would only be necessary to cut through a Width of three hundred Paces, all Sand, which in less than twice twenty-four Hours would make Boston an Island washed on all Sides by the Sea. The Town is almost wholly built of wooden Houses; but since there have been some ravages by Fire, building of Wood is no longer allowed, so that at this present writing very handsome Houses of Brick are going up. I ought to have told you, at the Beginning of this Article, that you pay in London for Passage here twenty Crowns [2*s.* 6*d.* each], and twenty-four if you prefer to pay in Boston, so that it is better to pay here than in London; you have one Crown over, since one hundred

Pounds at London, are equal to one hundred and twenty-five here, so that the twenty Crowns one must pay at London are twenty-five Crowns here, by Reason of the twenty-five per cent., and twenty-four is all one has to pay here; this Increase in the Value of Money is a great Help to the poor Refugees, should they bring any."

He describes the scarcity of laborers, and the kind that can be procured as follows:

"You can bring with you hired Help in any Vocation whatever; there is an absolute Need of them to till the Land. You may also own Negroes and Negresses; there is not a House in Boston, however small may be its Means, that has not one or two. There are those that have five or six, and all make a good Living. You employ Savages to work your Fields, in Consideration of one Shilling and a half a Day and Board, which is eighteen Pence; it being always understood that you must provide them with Beasts or Utensils for Labor. It is better to have hired Men to till your Land. Negroes cost from twenty to forty Pistoles [the Pistole was then worth about ten Francs], according as they are skilful or robust; there is no Danger that they will leave you, nor hired Help likewise, for the Moment one is missing from the Town, you have only to notify the Savages, who provided you promise them Something, and describe the Man to them, he is right soon found. But it happens rarely that they quit you, for they would know not where to go, there being few trodden Roads, and those which are trodden lead to English Towns or Villages, which, on your writing, will immediately send back your Men. There are Ship-captains who might take them off; but that is open Larceny and would be rigorously punished. Houses of Brick and Frame can be built

eheaply, as regards Materials, but the Labor of Workmen is very dear; a Man cannot be got to work for less than twenty-four Penee a Day and found."

Concerning the produets of the country, he is somewhat more careful in his remarks than previous writers, and says:

"Pasturage abounds here. You can raise every Kind of Cattle, whieh thrive well. An Ox costs from twelve to fifteen Crowns; a Cow, eight to ten; Horses, from ten to fifty Crowns, and in Plenty. There are even wild ones in the Woods, which are yours if you can catch them. Foals are sometimes caught. Beef costs two Pence the Pound; Mutton, two Penee; Pork from two to three Penee, aceording to the Season; Flour fourteen Shillings the one hundred and twelve Pound, all bolted; Fish is very cheap, and Vegetables also; Cabbage, Turnips, Onions and Carrots abound here. Moreover, there are Quantities of Nuts, Chestnuts, and Hazelnuts wild. These Nuts are small, but of wonderful Flavor. I have been told that there are other Sorts which we shall see in the Season. I am assured that the Woods are full of Strawberries in their Season. I have seen Quantities of wild Grapevine, and eaten Grapes of very good Flavor, kept by one of my Friends. There is no Doubt that the Vine will do very well; there is some little planted in the Country, which has grown.

"The Rivers are full of Fish, and we have so great a Quantity of Sea and River Fish that no Account is made of them. There are here Craftsmen of every kind, and particularly Carpenters for the building of Ships. The Day after my Arrival, I saw them put into the Water one of three hundred Tons, and since, they have launched two others somewhat smaller. This Town

carries on a great Trade with the Islands of America and with Spain. They carry to the Islands Flour, Salt Beef, Salt Pork, Cod, Staves, Salt Salmon, Salt Mackerel, Onions, and Oysters salted in Barrels, great Quantities of which are taken here; and for their Return they bring Sugar, Cotton Wood, Molasses, Indigo, Sago [*Manihot utilissima*] and Pieces of * * * * In the Trade with Spain, they carry only dried Fish, which is to be had here at eight to twelve Shillings the Quintal, according to Quality: the Return Cargo is in Oils, Wine and Brandy, and other Merchandise which comes by Way of London, for Nothing can be imported here, coming from a foreign Port, unless it has first been to London and paid the half Duty, after which it can be transported here, where for all Duty one-half per cent is paid for Importation, since Merchandise for Exportation pays Nothing at all."

According to the testimony of this writer it appears that the same liberty was granted to travellers as now. "One can come to this Country," he says, "and return the same as in Europe. There is the greatest Liberty, and you may live without any Constraint." But it was necessary that those who desired to carry on business should be naturalized in London before coming to America.

The number of French Protestants is mentioned as very small.

"Here in Boston there are not more than twenty French Families, and they are every Day diminishing, on Account of departing for the Country to buy or hire Land and to thrive to make some Settlement. They are expected this Spring from all Quarters. Two young Men have lately arrived from Carolina, who give some

News of that Country; especially they say they never saw so miserable a Country, and so unhealthful a Climate. They have Fevers there during the whole Year, such as that those attacked rarely recover; and if there be some who escape their Effect, they become all leather-colored, as are these two who have arrived, who are Objects of Compassion."

Another interesting subject he speaks of in the following manner:

"As for wild Beasts, we have here plenty of Bears, and Wolves in great Number who commit Ravages among the Sheep, if good Precautions are not taken. We also have here plenty of Rattlesnakes, but they have not yet showed themselves. I have seen only some small Snakes of three inches [around?] and long in Proportion; there are a great many, for they are to be seen seven or eight together. All these Animals flee from Man, and it doth not seem that they harm anybody."

Of the colonists, he speaks less flatteringly, and in a way that would leave a very unfavorable impression of their manners and behavior:

"The English," he writes, "who inhabit these Countries are as elsewhere, good and bad; but one sees more of the Latter than the Former, and to state the Case to you in a few Words, there are here of all kinds, and consequently of every Kind of Life and Manners; not that disputing and quarreling are common with them, but they do not lead good Lives. There are those who practice no Formality of Marriage except joining Hands, and so live in Common; others who are sixty Years of Age and are not yet baptized, because they are not Members [of the Church]. It is about a Month since they baptized in our Church a Woman of forty-five and five

of her Children. Her eldest might have been sixteen Years old; the Presbyterians would not baptize her because she had not become a Member [of the Church]."

Such was the appearance of Boston in its earliest days, as given by writers whose statements are the most worthy of reliance. As the town increased in age, in the number of its inhabitants, and in its resources, changes necessarily took place, a description of which will be attempted in succeeding chapters.

CHAPTER III.

ANCIENT DESCRIPTIONS BY ENGLISH WRITERS.

Ancient Description of Boston and its Inhabitants, by Edward Ward, in 1699 ··· The High street, four Meeting Houses, Religious Character of the People, and Holidays ··· Forbidden Things, and Penalty for Kissing; Drunkenness and Profanity ··· A Cudgel in the Dark ··· Boston Women in 1699 ··· The old Town Pump ··· Boston Factors Scandalized ··· Purchase of Boston ··· Comments on the Libellous Ward ··· John Dunton's Life and Errors in 1686, Printed in 1705 ··· Daniel Neal's Account of Boston in 1719 ··· Situation of the Town ··· The Bay of Boston ··· The Pier ··· Form of the Town ··· Population ··· Places of Public Worship ··· Polite Conversation, etc., of the People ··· Trade and Commerce ··· Account by Jeremy Dummer, in 1721 ··· Boston in 1787.

In 1699, a curious and somewhat free-writing Englishman published an account of his "Trip to New England," wherein he gave a very curious description of Boston, which, notwithstanding its ridiculous cockneyism, will be found to contain some considerable smartness, and will certainly give a good idea of the standing our forefathers had in the estimation of those who were more worldly-minded if not less religiously inclined. Mr. Edward Ward, the Londoner, wrote thus of our good old town:

"On the south-west side of Massachusets-Bay, is Boston; whose Name is taken from a Town in Lincolnshire: And is the Metropolis of all New-England. The Houses in some parts joyn as in London. The Buildings, like their Women, being Neat and Handsome. And

their Streets, like the Hearts of the Male Inhabitants, are Paved with Pebble.

"In the Chief, or high Street, there are stately Edifiees, some of which have eost the owners two or three Thousand Pounds the raising; which, I think, plainly proves Two old Adages true, viz: That a Fool and his Money is soon parted; and, set a Beggar on Horse-baek he'll Ride to the Devil; for the Fathers of these Men were Tinkers and Peddlers.

"To the Glory of Religion, and the Credit of the Town, there are four Churches, built with Clap-boards and Shingles, after the Fashion of our Meeting-houses; whieh are supply'd by four Ministers, to whom some, very justly, have apply'd these Epithites, one a Scholar, the Second a Gentleman, the Third a Dunce, and the Fourth a Clown.

"Their Churehes are Independent, every Congregation, or Assembly, in Eeclesiastical Affairs, being distinetly Govern'd by their own Elders and Deaeons, who in their Turns set the Psalms; and the former are as busie on Sundays, to excite the People to a Liberal Contribution, as our Chureh-Wardens at Easter and Christmas, are with their Dishes, to make a Collection for the Poor.

"Every Stranger is unavoidably forc'd to take this Notice, That in Boston, there are more Religious Zealots than Honest-men, more Parsons than Churches, and more Churehes than Parishes: For the Town, unlike the People, is subject to no Division.

"The Inhabitants seem very Religious, showing many outward and visible Signs of an inward and Spiritual Graee: But tho' they wear in their Faees the Innoeenee of Doves, you will find them in their Dealings, as Subtile

as Serpents. Interest is their Faith, Money their God and Large Possessions the only Heaven they covet.

"Election, Commeneement, and Training-days, are their only Holy-days; they keep no Saints-Days, nor will they allow the Apostles to be Saints, yet they assume that Sacred Dignity to themselves; and say, in the Title Page of their Psalm-Book, Printed for the Edifieation of the Saints in Old and New England."

This writer very sorely seandalized not only the clergy and the traders, but also the good women, both young and old, and the people generally. A few more quotations from this writer will do.

"If you Kiss a Woman in Publiek, tho' offer'd as a Courteous Salutation, if any Information is given to the Select Members, both shall be Whip'd or Fin'd. But the good humor'd Lasses, to make you amends, will Kiss the Kinder in a Corner. A Captain of a Ship who had been a long Voyage, happen'd to meet his Wife, and Kist her in the Street; for which he was Fin'd Ten Shillings, and forc'd to pay the Money. Another Inhabitant of the Town was fin'd Ten Shillings for Kissing his own wife in his Garden; and obstinately refusing to pay the Money, endured Twenty Lashes at the Gun. And at this rate one of the delightfulest Customs in the World will in time be quite thrown out of Fashion, to the Old Folk satisfaction, but to the Young ones Lamentattion, who love it as well in New-England, as we do in the Old.

"Every Tenth man is ehose as one of the Seleet, who have power, together, to Regulate and Punish all Disorders that happen in their several Neighbour-hoods. The Penalty for Drunkenness, is whipping or a Crown; Cursing or Swearing, the same Fine, or to be bor'd thro' the

tongue with a hot iron: But get your Select Member into your Company and Treat him, and you may do either without offence; and be as safe as a Parishoner here in a Tavern in the Church-Wardens Company in Sermon-time."

"They are very busie in detecting one another's failings; and he is accounted, by their Church Governers, a Meritorious Christian, that betrays his Neighbour to a Whipping-Post.

"A good cudgel apply'd in the Dark, is an excellent Medicine for a Malignant Spirit. I knew it once Experienced at Boston, with a very good success, upon an Old Rigged Precisian, one of their Select, who used to be more then ordinary vigilant in discovering every little Irregularity in the Neighbourhood; I happening one Night to be pritty Merry with a Friend, opposite to the Zealots dwelling, who got out of his Bed in his Wastcoat and Drawers, to listen at our Window. My Friend having oft been serv'd so, had left unbolted his Cellar Trap-door, as a Pit-fall for Mr. Busie-Body, who stepping upon it, sunk down with an Outcry like a distressed Mariner in a sinking Pinnace. My Friend having planted a Cudgel ready, run down Stairs, crying Thieves, and belabour'd Old Troublesome very severly before he would know him. He crying out I am your Neighbour. You Lye, you Lye, you Rogue, says my Friend, my Neighbours are Honest Men, you are some Thief come to Rob my House. By this time I went down with a Candle, my Friend seeming wonderfully surpriz'd to see 'twas his Neighbour, and one of the Select too, put on a Counterfeit Countenance, and heartily beg'd his Pardon. Away troop'd the Old Fox, Grumbling and Shruging up his Shoulders; and became

afterwards the most Moderate Man in Authority in the whole Town of Boston.

"A little Pains sometimes do good
To such Cross Knotty Sticks of Wood.
Correction is the best Receipt,
To set a Crooked Temper Streight.
If such Old Stubborn Boughs can Bend,
And from a just Chastisment mend,
Fond Parents pray asign a Reason,
Why Youth should want it in due Season.

"The Women here, are not at all inferiour in Beauty to the Ladies of London, having rather the Advantage of a better Complexion; but as for the Men, they are generally Meagre; and have got the Hypocritical Knaek, like our English Jews, of screwing their Faces, into such Puritanieal postures that you would think they were always Praying to themselves, or running melancholy Mad about some Mistery in the Revelations; so that 'tis rare to see a handsome Man in the Country, for they have all one Cast, but of what Tribe I know not.

"The Gravity and Piety of their looks, are of great Service to these American Christians: It makes strangers that come amongst them, give credit to their Words. And it is a Proverb with those that know them, Whosoever believes a New-England Saint, shall be sure to be Cheated: And he that Knows how to deal with their Traders, may deal with the Devil and fear no Craft.

"I was mightily pleas'd one Morning with a Contention between two Boys at a Pump in Boston, about who should draw their Water first. One Jostled the other from the Handle, and he would fill his Bucket first, because his Master said Prayers and sung Psalms twice a Day in his Family, and the other Master did not. To

which the Witty Knave made this reply, Our House stands backward in a Court; if my Master had a Room next the Street, as your Master has, he'd Pray twice to your Masters once, that he wou'd, and therefore I'll fill my pail first, Marry will I, and did accordingly."

This last anecdote evidently refers to the Old Town Pump which in the olden time stood in the middle of Washington street, a few yards north of the head of Court street. If the reader will bear with two more short quotations from this absurd traveller, we will leave him to his former unknown and unappreciated existence. He thus vilified our honest traders and the worthy first settlers of the town:

"Some Years Ago, when the Factors at Boston were credited with large Stocks by our English Merchants, and being backward in their Returns, and more in their Books than they were willing to satisfie, contriv'd this Stratagem to out-wit their Correspondents. As 'tis said, They set Fire to their Ware-houses, after the disposal of their Goods, and Burnt them down to the Ground, pretending in their Letters, they were all undone, their Cargos and Books all destroy'd; and so at once Ballanc'd their Accounts with England."

The last quotation, it will be perceived, is much the worst of his numerous scandalous statements; and it would have been omitted here, as many others of too gross a character for the readers of the present day have been, were it not that it refers so pointedly to the first possession of the peninsula by Europeans. There is no reason whatever for the assertion which follows:

"The Ground upon which Boston (the Metropolis of New-England) stands, was purchas'd from the Natives, by the first English Proprietors, for a Bushel of Wam-

pum-peag and a Bottle of Rum, being of an inconsiderable Value. Therefore the Converted Indians, (who have the use of the Scriptures) cannot blame Esau for selling his Birth-right for a mess of Porrage."

Edward Ward, the author so largely quoted from, was the first of a numerous list of Londoners who have visited New England for the purpose of traducing its inhabitants, and casting ridicule upon its customs and practices. From such persons have been transmitted the false traditions of our ancestry which are met with so frequently by historical inquirers. The good that this class of writers give should be thankfully received, for the false can be easily disproved. The laws alluded to in the above extracts are partly falsifications, and partly exaggerations. The incident at the old town pump was undoubtedly a stretch of the author's imagination. The great fires which had taken place previous to his visit happened during the years 1653, 1676, 1679, 1683, 1690, and 1691; and none of them could be attributed to the causes assigned by him. The four clergymen alluded to were probably Rev. Benjamin Wadsworth of the first church, Rev. Cotton Mather of the second church (old north), Rev. Samuel Willard, of the third church (old south), and Rev. Samuel Myles, rector of the episcopal church (king's chapel); neither of whom were entitled to be called clowns or dunces, as all of them were gentlemen and scholars.

During the first century of the settlement of the town, many tourists who visited the place have given journals to the public. Among these were John Dunton, a London bookseller, and author, who was here in the year 1686, and who published a book entitled his "Life and Errors," printed in London in 1705. In 1867, letters

by this same author, embodying his "Life and Errors," were edited by Wm. H. Whitmore, of Boston, and a small edition of two hundred and ten copies printed for subscribers and others. Several pages of these works are given to pleasant personal reminiscences, and mention of Boston families, written entirely in a different manner from those of Mr. Ward. As these contain very little especially relating to the topography of the town, which is not compiled from Josselyn and other writers, but are more particularly given to allusion to persons, they are passed by at this time.

The following description of the town was written by Daniel Neal, in the year 1719, and shows how much of a change occurred in about twenty years. As it is very nearly cotemporaneous with Bonner's plan of the town, the first printed map of Boston, it may be considered partieularly valuable in connection therewith. Speaking of Suffolk county, he says:

"The Capital of this County, and of all *New-England* is *Boston*, which aceording to the exact Caleulation of *Thomas Brattle*, Esq; is 71 Degrees West from London, Latitude 42 Degrees 24 North, Variation of the Needle, nearest 9 Degrees West. 'Tis pleasantly situated in a Peninsula about four Miles in Compass at the Bottom of a fine Bay, guarded from the Roughness of the Ocean by several Rocks appearing above Water; and by above a Dozen Islands, many of which are inhabited, and one called *Nottles-Island*, within these few years was esteemed worth 2 or 300 *l. per Ann.* to the Owner Colonel Shrimpton; there is but one common and safe Passage into the Bay, and that not very broad, there being hardly Room for three Ships to eome in, board and board at a time, but being once in, there is

Room for the Anchorage of 500 Sail. The most remarkable of these Islands is called *Castle-Island*, from the Castle that is built in it; it stands about a League from the Town upon the main Channel leading to it, and is so conveniently situated, that no Ship of Burthen can approach the Town without the Hazard of being torn in Pieces by its Cannon." After giving a description of the fortifications upon Castle Island, Mr. Neal proceeds as follows, "But to prevent any possible Surprize from an Enemy, there is a Light-house built on a Rock, appearing above Water about two long Leagues from the Town which in Time of War makes a signal to the Castle, and the Castle to the Town by hoisting and lowering the Union-Flag, so many Times as there are Ships approaching, which if they exceed a certain Number, the Castle fires three Guns to alarm the Town of *Boston*, and the Governor, if need be, orders a Beacon to be fired, which alarms all the adjacent Countrey; so that unless an Enemy can be supposed to sail by so many Islands and Rocks in a Fog, the Town of *Boston* must have six or more Hours to prepare for their Reception; but supposing they might pass the Castle, there are two Batteries at the North and South Ends of the Town, which command the whole Bay, and make it impossible for an Enemy's Ship of Burthen to ride there in safety, while the Merchantmen and small Craft may retire up into *Charles* River, out of reach of their Cannon.

"The Bay of Boston is spacious enough to contain in a manner the Navy of *England*. The Masts of Ships here, and at proper Seasons of the Year, make a kind of Wood of Trees like that we see upon the River of *Thames* about *Wapping* and *Limehouse*, which may

easily be imagined when we consider, that by Computation given in to the Collectors of his Majesty's Customs to the Governor upon the building of the Light-house, it appeared that there was 24000 Ton of Shipping cleared annually.

"At the Bottom of the Bay is a noble Pier, 1800 or 2000 Foot long, with a Row of Ware-houses on the North Side, for the Use of Merchants. The Pier runs so far into the Bay, that Ships of the greatest Burthen may unlade without the Help of Boats or Lighters. From the Head of the Pier you go up the chief Street of the Town, at the Upper End of which is the Town House or Exchange, a fine piece of Building, containing, besides the Walk for the Merchants, the Council Chamber, the House of Commons, and another spacious Room for the Sessions of the Courts of Justice. The Exchange is surrounded with Booksellers Shops, which have a good Trade. There are five Printing-Presses in *Boston*, which are generally full of Work, by which it appears, that Humanity and the Knowledge of Letters flourish more here than in all the other *English* Plantations put together; for in the City of *New-York* there is but one Bookseller's Shop, and in the Plantations of *Virginia*, *Maryland*, *Carolina*, *Barbadoes*, and the Islands, none at all.

"The Town of *Boston* lies in the Form of a half Moon round the Harbour, the surrounding Shore being high, and affording a very agreeable Prospect. A considerable Part of the *Peninsula* upon which the Town stands, is not yet built upon, as the Reader will observe by the Map [a small plan of the vicinity and harbor 3 1-4 by 3 inches]; but yet there are at present twenty-two Allies, thirty-six Lanes, forty-two Streets, and in all together

about three thousand Houses, several of which for the Beauty of the Buildings may compare with most in the City of *London*. The Town is well paved, and several of the Streets as wide and spacious as can be desired."

After computing the number of inhabitants of Boston to be about 20,000, he remarks, "Whence it appears, that the Town is considerably increased within these last ten or twelve Years; for the late ingenious *Tho. Brattle*, Esq; whose MS. Observations are now before me, says, that in the Year 1708 the Number of Inhabitants did not amount to above 12 or 13,000 Souls. He further adds, that the Militia of the Town consisted then of eight Companies of Foot, of about 150 or 160 in a Company, and one Troop of Horse; but the Inhabitants being since increased above a third Part, their Militia must now amount to near 2000 Men."

Mr. Neal then mentions the places of public worship, ten in number, viz: the Old Church, whereof Rev. Benjamin Wadsworth and Rev. Thomas Foxcroft, "*Brownists*," were pastors; the North Church, Doctors Increase and Cotton Mather, pastors; the South Church, Rev. Joseph Sewall and Rev. Thomas Prince, pastors; the Church in Brattle street, Rev. Benjamin Colman and Rev. William Cooper, "*Presbyterians*," pastors; the New North, Rev. John Webb, pastor, and the New South, Rev. Samuel Checkley, pastor. Besides these were one Episcopal Church, one French, one Anabaptist, and one congregation of Quakers.

Mr. Neal further remarks, "The Conversation in this Town is as polite as in most of the Cities and Towns in *England;* many of their Merchants having travelled into *Europe;* and those that stay at home having the Advan-

tage of a free Conversation with Travellers; so that a Gentleman from *London* would almost think himself at home at *Boston*, when he observes the Numbers of People, their houses, their Furniture, their Tables, their Dress and Conversation, which perhaps is as splendid and showy, as that of the most considerable Tradesmen in *London*.

"Upon the whole, *Boston* is the most flourishing Town for Trade and Commerce in the *English America;* here the Governor commonly resides, the General Court and Assembly meet, the Courts of Judicature sit, and the Affairs of the whole Province are transacted; 'tis the best Port in *New-England*, from whence 3 or 400 Sail of Ships, Ketches, Brigantines, &c. are laden every Year with Lumber, Beef, Pork, Fish, &c. for several Parts of *Europe* and *America*."

In the year 1721 Jeremy Dummer, the Massachusetts agent to England, wrote a similar account of the town, in which the writings of Mr. Neal were largely used.

A good idea of the town as it was in the year 1787, nearly seventy years later than Neal's account, will be found in the following, published at Philadelphia in the Columbian Magazine:

"Boston, the metropolis of Massachusetts Bay, in New England, is one of the largest and most flourishing towns in North America. It is situated upon a peninsula, or rather an island, joined to the continent by an isthmus, or narrow neck of land, half a mile in length, at the bottom of a spacious and noble harbour, defended from the sea by a number of small islands. The length of it is nearly two miles, and the breadth of it half a one; and it is supposed to contain 3000 houses, and 18 or 20,000 inhabitants. At the entrance of the harbour

stands a very good lighthouse; and upon an island, about a league from the town, a considerable castle, mounting near 150 cannon. There are several good batteries about it, and one in particular very strong, built by Mr. Shirley. There are also two batteries in the town, for 16 or 20 guns each, but they are not, I believe, of any force. The buildings in Boston are in general good, the streets are open, spacious and well paved. The country round about it is exceedingly delightful; and from a hill, which stands close to the town, where there is a beacon erected to alarm the neighbourhood in case of any surprise, is one of the finest prospects, the most beautifully variegated, and richly grouped, of any, without exception, that I have ever seen.

"The chief public buildings are three churches; thirteen or fourteen meeting houses; the governor's palace; the court house, or exchange; Faneuil-hall; a linen manufacturing house; a workhouse; a bridewell; a public granary; and a very fine wharf, at least half a mile long, undertaken at the expense of a number of private gentlemen, for the advantage of unloading and loading vessels. Most of these buildings are handsome; the church called King's Chapel, is exceedingly elegant, and fitted up in the Corinthian taste. There is also an elegant private concert-room, highly finished, in the Ionic manner.

"Arts and sciences seem to have made a greater progress here, than in any other part of America. The arts are undeniably much forwarder in Massachusetts-bay, than either in Pennsylvania or New York. The public buildings are more elegant; and there is a more general turn for music, painting, and the belles-lettres."

This chapter was commenced with a description of the town, and some of the customs and habits of its residents, by an Englishman who had great reluctance to notice any good in our peculiar institutions. It is proposed in the next chapter to present a better picture of the same as viewed by another foreign writer, a Frenchman. These accounts, being cotemporaneous with their dates, give a better idea of Boston as it existed in days that are past than can any traditionary relations.

CHAPTER IV.

DESCRIPTIONS BY FRENCH WRITERS.

Descriptive Account of Boston by the Abbè Robin in 1781 ··· Appearance of the Town, and the Construction of the Houses ··· Removal of Wooden Houses ··· Number of Houses, Meeting-houses, and Inhabitants ··· Observance of the Sabbath ··· Style of building Religious Edifices ··· Ceremonies of the Quakers ··· Appearance of the Women ··· Attendance at Meetings ··· Situation of Boston ··· Ruins of Charlestown ··· Boston Harbor ··· Commerce and Fisheries ··· Rum, Wine and Brandy ··· Exportation of Lumber and Sugar ··· Irish Presbyterians ··· University at Cambridge.

When the Count de Rochambeau was sent in 1780 from France with six thousand men to the assistance of the United States in the war of the revolution, in which he did great service at the siege of Yorktown, he had among his chaplains the Abbè Robin, a person of considerable culture and judgment, who in a series of thirteen letters to a friend, gave a very discriminating account of his travels through the country. Unlike most of the English tourists, who filled their pages with the recital of wonderful adventures among the wild Indian tribes, the Abbè, with a philosophic mind, entertained his readers in a much more rational manner, describing objects and matters of considerable interest. From his first letter, dated at Boston, in June, 1781, it appears that his General had been in America some time before he himself landed upon our coast, which at the time of his arrival seems to have been visited by severe storms; for he tells us that "a happy change of wind

and weather brought us safe into the harbour of Boston. From this road, which is interspersed with several agreeable little Islands, we discovered through the woods, on the side toward the west, a magnificent prospect of houses, built on a curved line, and extending afterwards in a semi-circle above half a league. This was Boston. These edifices which were lofty and regular, with spires and cupolas intermixt at proper distances, did not seem to us a modern settlement so much as an ancient city, enjoying all the embellishments and population, that never fail to attend on commerce and the arts.

"The inside of the town does not at all lessen the idea that is formed by an exterior prospect: a superb wharf has been carried out above two thousand feet into the sea, and is broad enough for stores and workshops through the whole of its extent; it communicates at right angles with the principal street of the town, which is both large and spacious, and bends in a curve parallel to the harbour; this street is ornamented with elegant buildings, for the most part two or three stories high, and many other streets terminate in this, communicating with it on each side. The form and construction of the houses would surprise an European eye; they are built of brick, and wood, not in the clumsy and melancholy taste of our ancient European towns, but regularly and well provided with windows and doors. The wooden work or frame is light, covered on the outside with thin boards, well plained, and lapped over each other as we do tiles on our roofs in France; these buildings are generally painted with a pale white colour, which renders the prospect much more pleasing than it would otherwise be; the roofs are set off with balconies, doubtless for the more ready extinguishing of fire; the whole is

supported by a wall of about a foot high; it is easy to see how great an advantage these houses have over ours, in point of neatness and salubrity.

"All the parts of these buildings are so well joined, and their weight is so equally divided, and proportionate to their bulk, that they may be removed from place to place with little difficulty. I have seen one of two stories high removed above a quarter of a mile, if not more, from its original situation, and the whole French army have seen the same thing done at Newport. What they tell us of the travelling habitations of the Scythians, is far less wonderful. Their household furniture is simple, but made of choice wood, after the English fashion, which renders its appearance less gay; their floors are covered with handsome carpets, or printed cloths, but others sprinkle them with fine sand.

"This city is supposed to contain about six thousand houses, and thirty thousand inhabitants; there are nineteen churches for the several sects here, all of them convenient, and several finished with taste and elegance, especially those of the Presbyterians and the Church of England; their form is generally a long square, ornamented with a pulpit, and furnished with pews of a similar fabrication throughout. The poor as well as the rich hear the word of God in these places in a convenient and decent posture of body.

"Sunday is observed with the utmost strictness; all business, how important soever, is then totally at a stand, and the most innocent recreations and pleasures prohibited. Boston that populous town, where at other times there is such a hurry of business, is on this day a mere desert; you may walk the streets without meeting a single person, or if by chance you meet one, you scarcely

dare to stop and talk with him. A Frenchman that lodged with me took it into his head to play on the flute on Sundays for his amusement; the people upon hearing it were greatly enraged, collected in crowds round the house and would have carried matters to extremity in a short time with the musician, had not the landlord given him warning of his danger, and forced him to desist. Upon this day of melancholy you cannot go into a house but you find the whole family employed in reading the Bible; and indeed it is an affecting sight to see the father of a family surrounded by his household, hearing him explain the sublime truths of this sacred volume.

"Nobody fails here of going to the place of worship appropriated to his sect. In these places there reigns a profound silence; an order and respect is also observable which has not been seen for a long time in our Catholic churches. Their psalmody is grave and majestic, and the harmony of the poetry, in their national tongue, adds a grace to the music, and contributes greatly towards keeping up the attention of the worshippers.

"All these churches are destitute of ornaments. No addresses are made to the heart and the imagination; there is no visible object to suggest to the mind for what purpose a man comes into these places, who he is and what he will shortly be. Neither painting nor sculpture represent those great events which ought to recall him to his duty and awaken his gratitude, nor are those heroes in piety brought into view, whom it is his duty to admire and endeavour to imitate. The pomp of ceremony is here wanting to shadow out the greatness of the being he goes to worship; there are no processions to

testify the homage we owe to him, that great Spirit of the Universe, by whose will Nature itself exists, through whom the fields are covered with harvests, and the trees are loaded with fruits."

The Abbè gives a particular description of the ceremonies of the Quakers, which we omit, and he then continues: "Piety is not the only motive that brings the American ladies in crowds to the various places of worship. Deprived of all shows and public diversions whatever, the church is the grand theatre where they attend, to display their extravagance and finery. There they come dressed off in the finest silks, and overshadowed with a profusion of the most superb plumes. The hair of the head is raised and supported upon cushions to an extravagant height, somewhat resembling the manner in which the French ladies wore their hair some years ago. Instead of powdering, they often wash the head, which answers the purpose well enough, as their hair is commonly of an agreeable light colour; but the more fashionable among them begin now to adopt the present European method, of setting off the head to the best advantage. They are of a large size, well proportioned, their features generally regular, and their complexion fair, without rudiness. They have less cheerfulness and ease of behaviour, than the ladies of France, but more of greatness and dignity; I have even imagined that I have seen something in them, that answers to the ideas of beauty we gain from those master-pieces of the artists of antiquity, which are yet extant in our days. The stature of the men is tall, and their carriage erect, but their make is rather slim, and their colour inclining to pale. They are not so curious in their dress as the women, but everything upon them is neat and proper.

At twenty-five years of age, the women begin to lose the bloom and freshness of youth; and at thirty-five or forty, their beauty is gone.

"The decay of the men is equally premature, and I am inclined to think that life itself is here proportionably short. I visited all the burying grounds in Boston, where it is usual to inscribe upon the stone over each grave, the names and ages of the deceased, and found that few who had arrived to a state of manhood, ever advanced beyond their fiftieth year; fewer still to seventy, and beyond that scarcely any.

"Boston is situated on a peninsula upon a descent towards the sea side; this peninsula is connected with the continent only by a neck of land, which at full tide is not more than the breadth of a high way, so that it would be no difficult matter to render this a place of great strength. Hard by is an eminence which commands the whole town, upon which the Bostonians have built a kind of lighthouse or beacon, of a great height, with a barrel of tar fixed at the top, ready to set fire to in case of an attack. At such a signal, more than forty thousand men would take arms, and be at the gates of the town in less than twenty-four hours.

"From hence may be seen the ruins of Charlestown, which was burnt by the English, on the 17th of June, 1775, at the battle of Bunker's hill—a melancholy prospect, calculated to keep up in the breasts of the Bostonians, the spirits and sentiments of liberty. This town was separated from the peninsula only by *Charles* River, and was built in the angle formed by the junction of this river with the *Mystic*. The buildings in it were good, the whole capable of being fortified to advantage, and seems to have been about half as big as Boston.

"The harbour of this last mentioned city, can receive more than five hundred sail of vessels, but the entrance is difficult and dangerous, being only a channel about the breadth of three ships. Some strong batteries, erected upon one of the adjacent islands, protect the road, and consequently relieve the town from any apprehensions of an insult from an enemy by sea. The capes that bound the entrance of the bay,—the reaf of rocks that edge the outlet of the road, and the little islands that are seen every where scattered up and down, form so many obstacles, which diminish and repress the sea swell, and render this harbour one of the safest in the world.

"The commerce of the Bostonians formerly comprised a variety of articles, and was very extensive before the breaking out of the present war. They supplied Great Britain with masts and yards for her royal navy, and built, either upon commission or their own account, a great number of merchantmen, remarkable for their superiority in sailing. Indeed, they were of such a slight and peculiar construction that it did not require the abilities of a great connoisseur to distinguish their ships in the midst of those belonging to other nations. Those that they freighted on their own account were sent either to the American islands or to Europe laden with timber, plank, joiners stuff, pitch, tar, turpentine, rosin, beef, salt pork and some furrs; but their principal object in trade was the codfish, which they caught upon their own coasts, and particularly in the bay of Massachusetts."

After remarking upon the fisheries and certain exports the Abbè continues,—"It is computed that from 1748 to 1749, inclusive, there were 500 vessels employed from this port in foreign commerce, and inward entries were

made at 430; and the coasting and fishing vessels amounted to at least 1000. It appears, however, that after this, as a certain English author remarks, their commerce had declined.

"The great demand for rum among the Americans led them to form connexions with the French Colonies: and our wines and brandies making this liquor of small request among us, they flattered themselves that they could import molasses to advantage. This attempt succeeded beyond their expectations, although they had nothing to give in exchange but lumber, and some salt provisions. But the English government perceiving the injury its own islands thereby suffered, prohibited this commerce entirely. The colonies, upon this, complained bitterly, and represented, that by hindering them from exporting the productions of their soil to what port they pleased, they would be rendered unable to pay for those indispensably necessary articles, which they purchased at an exorbitant price in England.

"The government then took a middle way; permitted them the exportation of lumber, and loaded French sugar and other foreign commodities imported, with very heavy duties. But this did not yet satisfy the colonies: they considered the mother country in the light of a jealous and avaricious step-mother, watching every opportunity to turn to her own advantage those channels of gain, which would have enabled them to live in ease and plenty. This was one of the principal causes of the misunderstanding between England and her colonies; from thence forward the latter perceived what a change independence would make in their favour, and France was by no means ignorant of the political advantages that would accrue to her from such a revolution.

"The Irish Presbyterians, discontented with their landlord, at home, and attracted by similarity of sentiment, have established in this place, with some success, manufactories of linen, and have made some attempts at broadcloths; those that have been lately manufactured are close and well woven, but hard and coarse; their hat manufactories have succeeded not better than the cloths; they are thick, spongy and without firmness, and come far short of the beauty and solidity of ours.

"The Europeans have long been convinced of the natural and moral dangers to be apprehended, in acquiring education in large towns. The Bostonians have advanced farther, they have prevented these dangers. Their University is at Cambridge, seven miles from Boston, on the banks of Charles River, in a beautiful and healthy situation. There are four colleges all of brick, and of a regular form. The English troops made use of them as barracks in 1775, and forced the professors and students to turn out. The library contains more than 5000 volumes; and they have an excellent printing house, well furnished, that was originally intended for a college for the native Indians. To give you an idea of the merit of the several professors, it will be sufficient to say, that they correspond with the literati of Europe, and that *Mr. Sewall*, in particular, professor of the Oriental languages, is one of those to whom the author of genius and ability has been lavish of those gifts; their pupils often act tragedies, the subject of which is generally taken from their national events, such as the battle of Bunker's Hill, the burning of Charlestown, the Death of General Montgomery, the Capture of Burgoyne, the treason of Arnold, and the Fall of British tyranny. You will easily conclude, that in such a new

nation as this, these pieces must fall infinitely short of that perfection to which our European literary productions of this kind are wrought up; but still, they have a greater effect upon the mind than the best of ours would have among them, because those manners and customs are delineated, which are peculiar to themselves, and the events are such as interest them above all others: the drama is here reduced to its true and ancient origin."

CHAPTER V.

DESCRIPTIONS BY FRENCH WRITERS.

Description by St. John de Creve Cœur in 1770–1786 ··· Account by the Marquis de Chastellux in 1780–1782 ··· Road from Salem to Boston ··· Tea Party in Boston ··· Aversion to the English ··· Visit to Harvard College ··· Tuesday Club ··· The Parting Stone ··· Letters of Brissot de Warville in 1788 ··· His Delight on being in Boston ··· Young Women of Boston ··· Neatness characteristic of the Mothers ··· Attendance at Meeting ··· Mary Dyer, the Quakeress ··· Card-playing ··· No Coffee Houses, but Exchanges ··· Decline of Rum Distilleries and Suppression of the Slave Trade ··· Meeting-houses and Bridges.

Another Frenchman, sometimes known as "J. Hector St. John, a farmer in Pennsylvania," and sometimes as "M. St. John de Creve Cœur," wrote during the years 1770 to 1786 an account of his residence in the United States, in which are very remarkable statements about Boston, the greatest value of which is in their ludicrous absurdities, such as giving the famous Cotton Mather (grandson of John Cotton and of Richard Mather) the credit of the foundation of the town. These ridiculous stories were evidently derived from "family traditions," which, generally speaking, should as a class always be received with great skepticism, for they are really the rocks against which all true history splits, and from which the fabulous gains precedence.

The Marquis de Chastellux, a Major-General under the Count de Rochambeau, during the years 1780–1782, wrote the journal of his travels in the United States,

while the Freneh Army was assisting the Ameriean Colonies in their war of independence. A portion of this account, in an edition of twenty-four copies only, was printed on board the French squadron while lying off Rhode Island, for strictly private eireulation; and a surreptitious edition of disconneeted parts of the same account was published in 1785, at Cassel. In 1787, a translation of the whole work by Mr. John Kent, at one time a resident of Salem, was published in Dublin; and it is in this edition that the relation is to be found from whieh the following extracts have been selected. The Marquis was a gentleman of much eulture, and was one of the forty members of the Freneh Academy. He gives a very interesting account of social life in Boston, introdueing into the narrative many pleasant personal reminiscences.

The Chevalier François Jean —for he had not then attained the rank of Marquis—in the course of his travels, left Salem on the fourteenth of November, 1782, on horsebaek for Boston. He describes his approaeh to the town in the following words: "The road from Salem to Boston passes through an arid and rocky country, always within three or four miles of the sea, without having a sight of it; at length however, after passing Lynn, and Lynn Creek, you get a view of it, and find yourself in a bay formed by Nahant's Point, and Pulling's Point. I got upon the rocks to the right of the roads, in order to embrace more of the country, and form a better judgment. I could distinguish not only the whole bay but several of the islands in Boston road, and part of the peninsula of Nantucket [a mistake for Nantasket], near whieh I diseovered the masts of our ships of war. From hence to

Winisimmet ferry you travel over disagreeable roads, sometimes at the foot of rocks, at others across salt marshes. It is just eighteen miles from Salem to the ferry, where we embarked in a large scow, containing twenty horses; and the wind, which was rather contrary, becoming more so, we made seven tacks, and were near an hour in passing. The landing is to the northward of the port, and to the east of Charles-Town ferry." He then speaks of alighting at the Cromwell's Head, kept by Mr. Brackett (Joshua, an innholder, in South-Latin School Street); after which he repaired to private lodgings prepared for him at the house of a noted mechanic, Adam Colson, a glove-maker, in that part of Washington street which was formerly known as Marlborough street. While in Boston he appears to have associated with the elite of the town, of whom he has spoken quite favorably, giving the women a character for elegance and refinement, and also as being well dressed, and in general good dancers, though the men were very awkward, especially in the minuet.

Having dined with one of the most opulent merchants of the town, he remarks: "After dinner, tea was served, which being over" the host "in some sort insisted, but very politely, on our staying to supper. This supper was on table exactly four hours after we rose from dinner; it may be imagined therefore that we did not eat much, but the Americans paid some little compliments to it, for, in general, they eat less than we do, at their repasts, but as often as you choose, which is in my opinion a very bad method. Their aliments behave with their stomachs, as we do in France on paying visits; they never depart, until they see others enter. In other respects we passed the day very agreeable; and there reigned in this soci-

cty a *ton* of ease and freedom, which is pretty general at Boston, and cannot fail of being pleasing to the French."

He found very few persons who could speak in the French tongue, although some of his officers spoke English. This led him to write, "As for the Americans, they testified more surprise than peevishness, at meeting with a foreigner who did not understand English. But if they are indebted for this opinion to a prejudice of education, a sort of national pride, that pride suffered not a little from the reflection, which frequently occurred, of the language of the country being that of their oppressors. Accordingly they avoided these expressions, *you speak English; you understand English well;* and I have often heard them say—*you speak American well; the American is not difficult to learn.* Nay, they have carried it even so far, as seriously to propose introducing a new language; and some persons were desirous, for the convenience of the public, that *Hebrew* should be substituted for the English. The proposal was, that it should be taught in the schools, and made use of in all public acts. We may imagine that this project went no farther; but we may conclude from the mere suggestion, that the Americans could not express in a more energetic manner, their aversion for the English."

For a person endowed with the peculiar traits of mind which the Chevalier possessed, it was impossible to leave Massachusetts without visiting the college at Cambridge. Therefore, as he remarks, "At eleven I mounted my horse, and went to Cambridge, to pay a visit to Mr. Willard, the President of that University. My route, though short, it being scarce two leagues from Boston to Cambridge, required me to travel both by

sea and land, and to pass through a field of battle, and an intrenched eamp. It has long been said that the route to Parnassus is diffieult, but the obstacles we have then to eneounter, are rarely of the same nature with those whieh were in my way. A view of the chart of the road, and town of Boston, will explain this better than the most elaborate description. The reader will see, that this town, one of the most ancient in America, and whieh eontains from twenty to five and twenty thousand inhabitants, is built upon a peninsula in the bottom of a large bay, the entrance of which is diffieult, and in which lie dispersed a number of islands, that serve still further for its defence; it is only aeeessible one way on the land side, by a long neck or tongue of land, surrounded by the sea on eaeh side, forming a sort of causeway. To the Northward of the town is another peninsula, which adheres to the opposite shore by a very short roek [neck], and on this peninsula is an eminence ealled *Bunker's-hill*, at the foot of whieh are the remains of the little town of *Charles-town*. Cambridge is situated at the north-west, about two miles from Boston, but to go there in a right line, you must cross a pretty considerable arm of the sea in which are dangerous shoals, and, upon the coast, morasses diffieult to pass, so that the only communication between the whole northern part of the continent, and the town of Boston is by the ferry of *Charlestown*, or that of Winissimet. The road to Cambridge lies through the field of battle of Bunker's-hill." The writer deseribes Cambridge as "a little town inhabited only by students, professors, and the small number of servants and workmen whom they employ." After words of respect for the President of the College, and of the Ameriean Aeademy of Arts and Scienees, to

which he acted as Secretary, he remarks, "I must here repeat, what I have observed elsewhere, that in comparing our universities and our studies in general, with those of the Americans, it would not be our interest to call for a decision of the question, which of the two nations should be considered as an infant people."

The Tuesday Club is thus described by the Chevalier: "This assembly is held every Tuesday, in rotation, at the houses of the different members who compose it; this was the day for Mr. Russell, an honest merchant, who gave us an excellent reception. The laws of the club are not straitening, the number of dishes for supper alone are limited, and there must be only two of meat, for supper is not the American repast. Vegetables, pies, and especially good wine, are not spared. The hour of assembling is after tea, when the company play at cards, converse, and read the public papers, and sit down to table between nine and ten. The supper was as free as if there had been no strangers; songs were given at table, and a Mr. Stewart sung some which were very gay, with a tolerable good voice."

The journal of M. de Chastellux is very full in personal descriptions, and his pictures of American society are extremely interesting, but are entirely too pointed for the objects for which these chapters were intended. One statement made by the Marquis needs an explanation. He speaks of Cambridge being at a distance of two leagues (about six miles) from Boston; and the Abbè Robin gives the distance between these places as seven miles. Now, to have a fair understanding of these writers, it must be remembered that Boston was not connected with any of the neighboring towns by a bridge at the time when the above quoted descriptions

were written; for the first bridge built from the town was Charles River Bridge, which was not opened for travel until the seventeenth of June, 1786; and Cambridge Bridge, usually known as West Boston Bridge, was not passable until the twenty-third of November, 1793. Until this last date, there was no comfortable approach to "the Colleges," as the university was generally called, except through Charlestown over Charlestown Neck, or else over Boston Neck and through Roxbury and Brookline, and finally over Great Bridge, on the present Brighton road. One relic of this old road remains standing at the corner of Washington and Centre streets in the Highlands—a large stone—which bears on its front the following inscription: "The Parting Stone, 1744. P. Dudley." On its northerly side it directs to "Cambridge" and "Watertown," and on its southerly side to "Dedham" and "Rhode Island." This guide-stone, which is constantly passed without even a notice, has, unquestionably, given information to inquirers, and rest to the weary for a century and a quarter, thanks to good old Judge Paul Dudley of blessed memory, to whom the old town of Roxbury was indebted for many good things.

J. P. Brissot de Warville, who was the Deputy of the Department of Paris in the first Legislature, and who suffered by the guillotine on the thirty-first of October, 1793, published a series of letters descriptive of travels in the United States, performed in 1788, containing a letter dated at Boston on the thirtieth of July, 1788, which gives an admirable picture of the social condition of Boston, and which will be well worth the space it takes in these chapters, even although so much has already been said on the subject. All of these French

works are deserving the attention of persons interested in the history of the progress of the country, and are mentioned in this connection, for the benefit of the curious reader. This unfortunate man, a true friend of liberty, thus wrote:—

"With what joy, my good friend, did I leap to this shore of liberty! I was weary of the sea; and the sight of trees, of towns, and even of men, give a delicious refreshment to eyes fatigued with the desert of the ocean. I flew from despotism, and came at last to enjoy the spectacle of liberty, among a people, where nature, education and habit had engraved the equality of rights, which everywhere else is treated as a chimera. With what pleasure did I contemplate this town, which first shook off the English yoke! which, for a long time, resisted all seductions, all the menaces, all the horrors of a civil war! How I delighted to wander up and down that long street, whose simple houses of wood border the magnificent channel of Boston, and whose full stores offer me all the productions of the continent which I had quitted! How I enjoyed the activity of the merchants, the artizans, and the sailors! It was not the noisy vortex of Paris; it was not the unquiet, eager mien of my countrymen; it was the simple, dignified air of men, who are conscious of liberty, and who see in all men their brothers and their equals. Everything in this street bears the marks of a town still in its infancy, but which, even in its infancy, enjoys a great prosperity. I thought myself in that Salentum, of which the lively pencil of Fenelon has left us so charming an image. But the prosperity of this new Salentum was not the work of one man, of a king, or a minister; it is the fruit of liberty, that mother of industry. Everything is rapid,

everything great, everything durable with her. A royal or ministerial prosperity, like a king or a minister, has only the duration of a moment. Boston is just rising from the devastation of war, and its commeree is flourishing; its manufactures, produetions, arts and scienees offer a number of eurious and interesting observations."

The manners of the people are not exactly the same as described by M. de Creve Cœur. The writer speaks correctly. "You no longer meet here that Presbyterian austerity which interdicted all pleasures, even that of walking, which forbade travelling on Sunday, which persecuted men whose opinions were different from their own. The Bostonians unite simplicity of morals with the French politeness and delicacy of manners which render virtue more amiable. They are hospitable to strangers, and obliging to friends; they are tender husbands, fond and almost idolatrous parents, and kind masters. Music, which their teachers formerly proscribed as a diabolic art, begins to make part of their education. In some houses you hear the forte-piano. This art, it is true, is still in its infaney; but the young noviees who exercise it are so gentle, so eomplaisant, and so modest, that the proud perfection of art gives no pleasure equal to what they afford. God grant that the Bostonian women may never, like those of Franee, aequire the malady of perfeetion in this art! It is never attained, but at the expense of the domestic virtues.

"The young women here enjoy the liberty they do in England, that they did in Geneva when morals were there, and the republie existed; and they do not abuse it. Their frank and tender hearts have nothing to fear from the perfidy of men. Examples of this perfidy are

rare; the vows of love are believed; and love always respects them, or shame follows the guilty.

"The Bostonian mothers are reserved; their air is however frank, good and communicative. Entirely devoted to their families, they are occupied in rendering their husbands happy, and in training their children to virtue." He speaks of the law which makes the pillory and imprisonment the punishment of certain crimes and remarks, "This law has scarcely ever been called into execution. It is because families are happy; and they are pure, because they are happy.

"Neatness without luxury, is a characteristic feature of this purity of manners; and this neatness is seen everywhere at Boston, in their dress, in their houses, and in their churches. Nothing is more charming than an inside view of a church on Sunday. The good cloth coat covers the man; callicoes and chintzes dress the women and children, without being spoiled by those gewgaws which whim and caprice have added to them among our women. Powder and pomatum never sully the heads of infants and children: I see them with pain, however, on the heads of men: they invoke the art of the hair-dresser; for, unhappily, this art has already crossed the seas.

"I shall never call to mind, without emotion, the pleasure I had one day in hearing the respectable Mr. Clarke, successor to the learned Dr. Chauncey, the friend of mankind. This church is in close union with that of Dr. Cooper, to whom every good Frenchman, and every friend of liberty, owes a tribute of gratitude, for the love he bore the French, and the zeal with which he defended and preached the American independence. I remarked in this auditory the exterior of that ease and contentment

of which I have spoken; that collected calmness, resulting from the habit of gravity, and the conscious presence of the Almighty; that religious decency, which is equally distant from grovelling idolatry, and from the light and wanton airs of those Europeans who go to a church as to a theatre.

'Spectatum veniunt, veniunt spectentur ut ipsæ.'

"But, to crown my happiness, I saw none of those livid wretches, covered with rags, who in Europe, soliciting our compassion at the foot of the altar, seem to bear testimony against Providence, our humanity, and the order of society. The discourse, the prayer, the worship, every thing, bore the same simplicity. The sermon breathed the best morality, and it was heard with attention." He continues, "All the sects admit nothing but morality, which is the same in all, and the only preaching proper for a great society of brothers. This tolerance is unlimited at Boston; a town formerly witness of bloody persecutions, especially against the Quakers; where many of this sect paid, with their life, for their perseverance in their religious opinions. Just Heaven! how is it possible there can exist men believing sincerely in God, and yet barbarous enough to inflict death on a woman, the intrepid Dyer, because she *thee'd* and *thou'd* men, because she did not believe in the divine mission of priests, because she would follow the Gospel literally?

"But let us draw the curtain over these scenes of horror; they will never again sully this new continent, destined by Heaven to be the asylum of liberty and humanity. Every one worships God in his own way, at Boston. Anabaptists, Methodists, Quakers, and Catholics, profess openly their opinions, and all offices of gov-

ernment, places, and emoluments, are equally open to all sects. Virtue and talents, and not religious opinions, are the tests of public confidence.

"Since the ancient puritan austerity has disappeared, you are no longer surprised to see a game of cards introduced among these good Presbyterians. When the mind is tranquil in the enjoyment of competence and peace, it is natural to occupy it in this way, especially in a country where there is no theatre, when men make it not a business to pay court to the women, where they read few books, and cultivate less the sciences. This taste for cards is certainly unhappy in a republican state. Happily it is not very considerable in Boston.

"There is no coffee-house at Boston, New York or Philadelphia. One house in each town, that they call by that name, serves as an Exchange. One of the principal pleasures of the inhabitants of these towns, consists in little parties for the country among families and friends. In this, as in their whole manner of living, the Americans resemble the English. Punch, warm and cold, before dinner; excellent beef and Spanish and Bordeaux wines, cover their tables, always solidly and abundantly served. Spruce beer, excellent cyder, and Philadelphia porter precede the wines. I have often found the American cheese equal to the best Cheshire of England, or the Rocfort of France."

This writer tells us, that "The rum distilleries are on the decline since the suppression of the slave trade, in which their liquor was employed, and since the diminution of the use of strong spirits by the country people. This is fortunate for the human race; and the American industry will soon repair the small loss it sustains from the decline of this fabrication of poisons." After giving

a very truthful account of the neighboring college, he remarks, "In a free country every thing ought to bear the stamp of patriotism. This patriotism, so happily displayed in the foundation, endowment, and encouragement of this university, appears every year in a solemn feast celebrated at Cambridge in honor of the sciences. This feast, which takes place once a year in all the colleges of America, is called the *commencement:* it resembles the exercise and distribution of prizes in our colleges. It is a day of joy for Boston; almost all its inhabitants assemble in Cambridge. The most distinguished of the students display their talents in the presence of the public; and these exercises, which are generally on patriotic subjects, are terminated by a feast, where reign the freest gaiety, and the most cordial fraternity."

One more extract, and we will leave this writer. "Let us not," he says, "blame the Bostonians; they think of the useful, before procuring to themselves the agreeable. They have no brilliant monuments; but they have neat and commodious churches, but they have good houses, but they have superb bridges [Charles River, Malden and Essex Bridges had then been recently built], and excellent ships. Their streets are well illuminated at night; while many ancient cities of Europe, containing proud monuments of art, have never yet thought of preventing the fatal effects of nocturnal darkness."

It is with much reluctance that we leave this charming author, who, throughout his whole journal, gives the most admirable descriptions in the purest spirit of that liberty to which he so soon fell a martyr upon his return to France; but the object for which these authorities were cited has been accomplished, that of giving

a glance at the old town, and its social condition, as seen by strangers who were also cotemporaneous with their own accounts. It now remains to proceed with the contemplated object of these chapters.

CHAPTER VI.

MAPS AND PLANS OF BOSTON.

Bonner's Map, 1722, 1733, 1743, 1769 · · · Burgiss's Map, 1728 · · · German Map, 1753 and 1764 · · · London Magazine Map, 1774 · · · Romans's Map, 1774 · · · Gentleman's Magazine Map, 1775 · · · Almon's Map, 1775 · · · Bunker Hill Map, 1778 · · · Pelham's Map, 1777 · · · Page's Map, 1777 · · · Gazetteer Map, 1784 · · · Norman's Map, 1789 · · · Carleton's Map, 1795 · · · Carleton's Large Map, 1800 · · · Directory Map, 1809–1829 · · · Hale's Map, 1814 · · · Annin and Smith's Map, 1824–1861 · · · Bowen's Map, 1824 · · · Morse's Map, 1828–1839 · · · Bewick Company's Map, 1835 · · · Annin's Small Map, 1835 · · · Morse & Tuttle's Map, 1838–1840 · · · English Map, 1842 · · · McIntyre's Map, 1852 · · · Dripp's Map, 1852 · · · Colton's Map, 1855 · · · Mitchell's Map, 1860 · · · Walling's Map, 1861 · · · City Engineer's Map, 1861–1867 · · · City Engineer's Annexation Map, 1867 · · · City Engineer's New Map. 1868, 1869 · · · Insurance Maps, 1868 · · · Charts of the Harbor · · · William Gordon's Revolutionary Map, 1788 · · · Maps of Boston and vicinity · · · Maps of Roxbury and Dorchester.

BEFORE entering particularly upon the intended subject of these chapters, it will not be inappropriate to give a brief account of some of the most important printed maps of Boston, almost all of which are accessible to persons who have sufficient interest in the topography of the place to search for them. Although outline maps of the coast of New England were very early made and published, no printed map of the peninsula, giving streets, sites of buildings and other landmarks, can be found prior to the one so well known as "Bonner's Plan," which was not drawn until some time after the commencement of the eighteenth century, and about ninety years after the settlement of the town. Many manuscript

plans of small localities of much older date have been preserved, and occasionally have proved of much value. The following list of printed maps, prepared with great care, after much investigation, comprises such as have come to the writer's knowledge and observation, and is believed to comprehend all of any considerable importance:

Bonner's Map: Drawn by Captain John Bonner, and engraved and printed by Francis Dewing; first issued by Captain John Bonner and William Price in 1722, and afterwards published by Price with additions and emendations, in 1733, 1743, and 1769, and possibly in other years, as the date of the map was sometimes put upon it with writing-ink. The size of the plate is about 2 feet by 17 1-2 inches. An original impression from the plate of 1722 is preserved in the archives of the Massachusetts Historical Society; and a copy of it was made in 1835 by Stephen P. Fuller, and engraved and published by George G. Smith. The same map was reduced somewhat more than one-half about the time of its first publication, by Captain Cyprian Southack, a noted maker of charts about 1715–1725, and published in London about 1733, by I. Mount, T. Page, and W. Mount (size, 11 1-2 by 7 inches). Abel Bowen also reduced it to a smaller scale (6 1-4 by 4 inches) in 1825, for Snow's History of Boston; and George W. Boynton engraved it again, in 1852, on a plate measuring 10 by 6 inches, for the Boston Almanac. This last mentioned plate has been largely used by compilers and publishers.

Burgiss's Map: Engraved by Thomas Johnson in Boston, and dedicated to Governor William Burnett in 1728 by William Burgiss. Size, 14 1-2 by 11 inches, being on a scale of one-half that of Bonner's, of which

it is evidently a corrected and improved copy. Among the important changes are the extension of the Neck portion of the map, so as to include the South Windmill, the location of the Pond near the Great Tree, and the correction of the spelling of names. It has upon it the first division of the town into wards or companies denoted by dotted lines. The Garden near the foot of Beacon Street is designated as "Bannister's Gardens." The copy which has been preserved is in the possession of the family of the late Dr. Warren; and, although it has no date printed upon it, nevertheless bears positive evidence that it was executed in 1728, — the only year that Governor Burnett was actively the governor of Massachusetts, and nothing bearing date later than 1723 being delineated on it. This ancient map has been very accurately reproduced for this work.

German Map: This small map, 9 by 6 1-2 inches, including a small portion of Boston Harbor, was published by Arkstee and Merkus in 1758, at Leipsic, with a collection of voyages. The same map was published in Paris in 1764 by Jacq. Nic. Bellin, engineer; engraved by Arrivet. These were evidently copies of an early English map.

London Magazine Map: In the London Magazine for April, 1774, is published, engraved by J. Lodge, "A Chart of the Coast of New England, from Beverly to Scituate Harbor, including the Ports of Boston and Salem," the plate measuring 10 by 7 1-2 inches. A neatly engraved "Plan of the Town of Boston" occupies one corner of the plate, and measures 5 inches from the Fortification on the Neck to Winnisimmet Ferry-ways, and about 3 1-2 inches in the extreme breadth of the town. Although the streets are laid out on this

map as they were at the time of making the plan, yet a very few names of the topographical points of interest only are noted on the plate. On the twenty-ninth of November, 1774, Thomas Jefferys, "Geographer to His Royal Highness the Prince of Wales," published according to Act "A Map of the most Inhabited part of New England, containing the Provinces of Massachusets Bay and New Hampshire, with the Colonies of Conecticut and Rhode Island. Divided into Counties and Townships. The whole composed from actual surveys, and its situation adjusted by astronomical observations." This contains in one corner the London Magazine Map enlarged (8 1-2 by 5 1-2 inches), and "a plan of Boston Harbor from an accurate survey" (5 3-4 by 5 1-2 inches). It also has upon it an emblematic vignette of the landing of the Plymouth Forefathers in 1620, wherein they are represented as being led on by a female bearing a liberty cap upon a wand, and as being received in a friendly manner by an Indian, who offers them beaver. The same plan was copied for "The American Atlas" by Mr. Thomas Jefferys, Geographer to the King, and printed and sold in London by R. Sayer and J. Bennett, in 1776. Another copy of the same map was made in 1778 from the last described, and published at Paris in "Atlas Ameriquain Septentrional" as "Plan de Boston," the names being in English, and the descriptive notes in French.

Romans's Map: A small engraving, made under B. Romans in 1774, measures 3 1-2 by 2 3-4 inches.

Gentleman's Magazine Map: A map 10 1-2 by 8 inches, designated as "A new and Correct Plan of the Town of Boston," was published, without name of either author or engraver, in the Gentleman's Magazine for

October, 1775. This Map includes a portion of "Charlestown in ruins," and purports to have been "drawn upon the spot." It is executed remarkably well, and exhibits streets and topographical positions not on earlier plans of the town. In the January number of the magazine for the same year (1775) is a whole-sheet chart of the harbor of Boston, 14 by 12 inches, including a plan of the town done from an actual survey never before made public, and entitled "A Plan of the Town and Chart of the Harbour of Boston exhibiting a View of the Islands, Castle, Forts, and Entrances into the said Harbour," and bears date Feb. 1, 1775. It includes Chelsea on the north, and Hingham on the south; and is chiefly valuable for the soundings, which are given with apparent precision.

Almon's Map: Published in the first volume of Almon's Remembrancer, in 1775; size, 10 1-4 by 8 1-4 inches. This is a very rudely drawn map of the environs of Boston, and is very inaccurate in its details. Except that it was drawn in June, 1775, and published in London, Aug. 28, 1775, and that it gives the headquarters, camps, and lines, together with the principal roads from Boston, it would be of very little value. It takes in a portion of Chelsea on the north, Hog Island on the east, Dorchester on the south, and Cambridge Colleges on the west.

Bunker-hill Map: A plan, by an officer present at the battle of Bunker Hill, contains a map of Boston and Charlestown, measuring 14 inches square; published in London by R. Sayer and J. Bennett, 27th November, 1775.

Pelham's Map: Done in aquatinta by Francis Jukes, from surveys made by Henry Pelham, half-brother of

Copley, the artist, and published in London, June 2, 1777. It contains also some of the environs, with the military works in 1775 and 1776. Size, 42 1-2 by 28 1-2 inches. Sometimes known as Urquahart's map.

Page's Map: Printed in London for William Faden, in 1777, from a drawing made by Lieutenant Page, of the English Corps of Engineers, in 1775. This map shows the military intrenchments of the town, and gives names to several streets and passage-ways, differing from Bonner's. Size 18 by 12 inches. Republished in 1849 in Frothingham's Siege of Boston.

Gazetteer Map: Engraved in 1784 for the contemplated "Gazetteer of the Towns of Massachusetts," and published in the October number of the Boston Magazine for that year. It measures 9 by 6 1-4 inches, and is a very creditable performance. It is styled "A New and Accurate Plan of the Town of Boston in New England," and, like the London Magazine map, and Jefferys' maps, gives to the Great Elm on the Common the name of "Liberty Tree." This map was re-engraved, in 1849, for an edition of the narrative of the Boston Massacre; and is interesting in some particulars which are not on other plans of the town.

Norman's Map: Evidently copied in main from Bonner's Map, on a small scale, about 9 1-2 by 7 inches; engraved and published for the first Boston Directory, in 1789, by John Norman, a Boston engraver.

Carleton's Map: Drawn in 1795 from actual surveys by Osgood Carleton; and engraved by Joseph Callender for the second Boston Directory, published in 1796 by John West. Size 14 1-2 by 9 inches.

Carleton's Large Map: Called "A new Plan of Boston, from actual surveys by Osgood Carleton, with cor-

rections, additions, and improvements"; being a map of the peninsular part of the town only. Issued in 1800. Size 27 by 20 inches.

Directory Map: First printed in 1809 for the Boston Directory, published by Edward Cotton; evidently a new plate from Carleton's Map, with important additions and alterations, and engraved by Callender. Size, about 15 by 9 1-2 inches. This map was continued in use twenty years; when it was superseded in 1829 by a new map, engraved by Hazen Morse.

Hales's Map: Engraved in 1814 by T. Wightman, jun., from drawing by J. G. Hales, giving the position of houses and the bounds of the various estates. Size, 38 by 29 inches.

Annin and Smith's Map: Engraved in 1824 by William B. Annin and George G. Smith, and re-issued every few years by Mr. Smith with additions. Size, about 22 inches square. This map was used for many years by the City Government for the Municipal Register, and School Documents.

Bowen's Map: A small map, measuring 6 1-2 by 4 inches, was engraved by Abel Bowen, in 1824, for Snow's History of Boston.

Morse's Map: Engraved in 1828, for the Boston Directory of 1829, by Hazen Morse. Size, 14 1-2 by 9 inches. This map was continued in use by the publisher, Charles Stimpson, jun., until 1839.

Bewick Company's Map: Engraved in 1835, by George W. Boynton, from drawings made by Alonzo Lewis. Size, 31 by 22 inches. Mr. Boynton engraved in 1839 a similar map, 18 by 17 inches, for Nathaniel Dearborn; which has since been published by E. P. Dutton & Co., with alterations every year from 1860 to 1867.

He also engraved, in 1837 and 1839, maps, 5 1-2 by 5 inches, for the Boston Almanac; and in 1842 a map, 14 by 11 1-2 inches, to accompany Goodrich's Pictorial Geography; and one of the peninsular part of Boston in 1844, measuring 11 1-2 by 9 inches, for Dickinson's Boston Almanac; and finally one in 1850, 11 by 9 1-2, also for the Almanac.

Annin's Small Map of the peninsular part of Boston only, 4 by 2 3-4 inches. Engraved in 1835 for the Boston Almanac.

Morse and Tuttle's Map: Engraved in 1838 by Hazen Morse and J. W. Tuttle, and used in the Boston Directory for the years 1839 and 1840. Size, 15 1-2 by 9 1-2 inches.

English Map: In August, 1842, the Society for the Diffusion of Useful Knowledge published in London a very nicely executed map of Boston, much after the plan of Boynton's, taking in the peninsula of Charlestown. Engraved by R. B. Davies, of London. Size, 15 by 12 inches.

McIntyre's Map: Lithographed in Philadelphia in 1852, by Friend and Aub, from original surveys by H. McIntyre, and published in Boston. The sheet, which contains also parts of the neighboring cities, has the names of the principal residents, and views of buildings; and measures 77 by 58 inches.

Dripps's Map: Surveyed and drawn by J. Slatter and B. Callan, engineers; and published in 1852 by M. Dripps, New York, and L. N. Ide, Boston. Size, 57 by 39 inches. Lithographed and printed at Ferd. Mayer's, New York. This map contains the peninsular part of Boston only, with the estates and buildings marked out; and is executed on much the largest scale of any map of Boston

ever printed. The immense labor of altering the bounds of estates, and positions of buildings, has thus far prevented the issue of a new edition.

Colton's Map: Similar to Boynton's. Published by J. H. Colton, New York, in 1855. Size, 16 by 13 inches.

Mitchell's Map: Published by S. Augustus Mitchell, jun., in 1860, in Philadelphia. Size, about 11 by 9 inches.

Walling's Map: Engraved for the Map of Massachusetts, published by H. F. Walling, under sanction of the Legislature, in 1861. Size, 18 by 17 inches.

City Engineer's Map: By James Slade, City Engineer; drawn by H. M. Wightman, and engraved by C. A. Swett, under the direction of the City Council of Boston, 1861. Size, 40 by 28 inches. This map has traced upon it the original water-line, and is issued annually with such additions and emendations as changes make necessary. It has recently (in 1862) been reduced photographically, and printed in oil-colors by L. Prang & Co., so as to measure 12 1-2 by 9 inches.

City Engineer's Annexation Map: This large plan of Boston and Roxbury was compiled in 1867, by N. Henry Crafts, City Engineer, by order of the Commissioners on the annexation of Roxbury. It measures 53 by 31 inches, and contains what then constituted the peninsular part of Boston, with portions of South Boston, East Boston and Charlestown, and the whole of the city of Roxbury.

City Engineer's New Map: On the union of Boston and Roxbury, in 1868, Mr. Crafts prepared a more perfect map of the city (53 by 35 inches), with the names of the streets, after the necessary alterations had been made by the Board of Aldermen. The same map was corrected by Thomas W. Davis, City Surveyor, and printed

in 1869 for city purposes. The annexation of Dorchester to Boston has made necessary a new map for 1870.

Insurance Maps: A series of sectional maps of Boston, in two folio volumes, for the use of underwriters, was commenced in 1867, by D. A. Sanborn, civil engineer, 117 Broadway, N. Y., and completed the next year. They were eighty in number, on sheets measuring 35 1-2 by 26 1-2 inches, and on a scale of fifty feet to an inch. The various materials of which the buildings standing are constructed are represented by different colors; and various particulars deserving of notice are otherwise indicated. A third volume, containing thirty plans, and giving Charlestown and large parts of the Highland Wards and of Cambridge, was also published by the same engineer in 1868.

Several small maps, being compilations or reductions, some engraved in metal and others cut in wood, have been published during the last twenty-five years by Nathaniel Dearborn and others, in books relating to Boston. Valuable plans of parts of the city have also been printed for state and city documents during the same time; and not many years ago enlarged plans of various sections of the city, similar to the insurance maps, were printed with special reference to their use by underwriters.

The list given above does not include the maps of Boston and vicinity, strictly so called, nor the Charts of the Harbor. Among the principal of these should be mentioned the following:—A map of the vicinity of Boston, (3½ by 3 inches) published in Neal's History of New England in 1720; A chart of the Harbor without date, measuring 21 by 17 inches, in the possession of Charles Deane, Esq., entitled "A New Survey of the

Harbour of Boston in New England, Done by Order of the Principall Officers and Comissioners of his Maties Navy, and Sold by George Grierson at the two bibles in Essex Street, Dublin," which bears evidence of great age, as trees are denoted on nearly all of the islands, and although the "out wharf," built about the year 1673, is fully represented, the "long wharf," built between the years 1710 and 1714, is not shown at all; a small chart of the harbor published in "L'Atlas Maritime" at Paris in 1757 by Bellin, and engraved on the corner of a chart of New England, which measures only $8\frac{1}{2}$ by $6\frac{3}{4}$ inches, and is styled "Plan du Havre de Boston," Winnisimmet being designated as "Vimsimit"; "A Chart of the Harbour of Boston," without date, and also without the names of publisher and engraver, (35 by 21 1-2 inches),—evidently issued about 1776, as the ruins of Charlestown are indicated upon it; a curious French "Carte du Port et Havre de Boston" (28 by 23 inches), engraved in 1776, and published by the Chevalier de Beaurain, containing in a vignette the earliest known printed representation of the Pine-tree Banner; Beaurain's map was also published in Germany; "Boston, its Environs and Harbour, with the Rebel Works raised against that Town in 1775, from the observations of Lieutenant Page, of his Majesty's Corps of Engineers, and from the plans of Captain Montressor," engraved by William Faden, and published in London 1 October, 1778. The "Atlantic Neptune," published at London about the year 1780 to 1783, contains a Chart of Boston Bay (39 by 30 1-2 inches), bearing date 1 December, 1781, compiled by J. F. W. DesBarres, surveyor of the coast and harbors of North America; and also a Plan of the Harbor and Coast from "Nachant" to

Weymouth River (40 by 28 1-2 inches), accompanied with a valuable series of copperplate views of the islands and landmarks of the harbor. The Charts composed and engraved by Joseph Frederick Wallet Des Barres were from surveys taken by Samuel Holland, Esq., Surveyor General of Lands, and by his assistants, who were employed on that service as early as 1764. One edition of his Chart of Massachusetts Bay bears date in May 1774; one of the Boston Bay was published November 13, 1776; and one of Boston Harbor, of much interest, measuring 42 by 30 inches, August 5, 1775.

In 1788 William Gordon compiled a map, representing the seat of the revolutionary war in Massachusetts, chiefly taken from Pelham's map for the country and Lt. Page's for the harbor (13 by 9 1-4 inches); and this was copied by Chief Justice Marshall (14 by 9 inches), for his life of Washington in 1806, and later reduced to a smaller scale for subsequent editions of the same work. A map of Boston and Vicinity, from actual surveys by John G. Hales (31 1-2 by 25 inches), was engraved by Edward Gillingham in 1820, and also published in 1829 and 1833 by Nathan Hale, each edition containing the required alterations. Other maps of Boston and vicinity may be mentioned, as:—Dearborn's Boston and Vicinity, taken from the large State Map, 1841; Sidney's Map, published by J. B. Shields, in 1852, from original surveys by F. C. Sidney; Walling's large map of Boston and its vicinity, published in 1857 and 1858, and in 1859 with emendations; Map of Boston and the country adjacent, from actual surveys by H. F. Walling, first issued by E. P. Dutton & Co. in 1860; Dutton's Harbor Map, 1861, taken from Walling's Map issued in 1860; Map of the City of Boston and its environs, from

actual surveys, and drawn by D. J. Lake, C. E., manufactured by Walling & Gray, New York, 1866, and known as Baker and Tilden's map; "Map of Boston (as it should be) and the Country Adjacent, with Proposed Harbor Improvements, etc.," according to the suggestions of Thomas Lamb, Esq., published by E. P. Dutton & Co., in 1866; and other maps compiled and reduced from these. The City Engineer prepared for the Back-bay Commissioners an elaborate plan of Boston and vicinity, showing the drainage area of Stony Brook, which is a valuable addition to this class of maps.

Besides the above-named, many plans relating to the topography of Boston and its immediate vicinity can be found in the valuable reports printed for the United States Coast Survey, the Commonwealth, and the City of Boston; and several of interest have been issued by private individuals and corporations, as well as by the publishers of historical sketches and guide-books.

Besides the various plans that have been made of Roxbury and Dorchester for maps of "Boston and vicinity," the following printed maps of these places have come to the notice of the writer:

Map of the City of Roxbury, surveyed in 1843, by order of the town authorities, by Charles Whitney, and revised in 1849, and engraved on a scale of eighty rods, or 1,320 feet to an inch, upon a plate measuring 34 by 25 inches; and having upon it views of the city hall and fifteen meeting-houses. In 1851, a small map of the City of Roxbury, measuring 9 by 5½ inches, was prepared by Charles H. Poole, and engraved by Edward A. Teulon for the Roxbury Directory for the year 1852. This last has been revised from time to time, and published with the directories until the union of Boston

and Roxbury in 1868. An exceedingly valuable manuscript map of Roxbury, on a very large scale, was made for the use of the assessors of that city, and is one of the most interesting and useful heirlooms that has accrued to Boston in consequence of its union with that municipality.

When the State Map was in contemplation, actual surveys of the towns of Dorchester and Milton were made by Edmund J. Baker, surveyor, under the direction of the committees of the two towns. These were lithographed at Pendleton's Lithography, in Boston, and published in 1831, on the scale of three miles to an inch, the map of the two towns being printed on a single sheet measuring 33 by 26 inches. In 1850 a map of Dorchester was printed by Tappan & Bradford, Lithographers, on a sheet measuring 36 by 28 inches, from surveys made by Elbridge Whiting for S. Dwight Eaton. This last-mentioned map contains the views of nine meeting-houses and of Mattapan Bank. A manuscript map of Dorchester, on a very large scale, was made in 1869 by Thomas W. Davis, City Surveyor, for the use of the commissioners on the annexation of Boston and Dorchester, and is now preserved with the maps in the city archives.

A small selection from the list above given will supply the general reader with all that will be required in the way of maps to comprehend the changes that have taken place in the topography of the town and city since the foundation of Boston in 1630; viz:—Bonner's Plan, of 1722, republished in 1835; Burgiss's Map, 1728, reproduced in 1869; Lt. Page's Map, 1775, reprinted in Frothingham's Siege of Boston in 1849; Carleton's Map, 1796; Directory Map by Morse, 1828 to 1839;

Annin and Smith's Map, 1824 to 1860; the City Engineer's Map, 1861–1869, and the New Map of Boston, printed by the city in 1868 and 1869. For harbor purposes no better charts are needed than the old Chart of Boston Harbor by Des Barres in 1775, which exhibits the face of the country and the hills and bluffs of the islands, and that of the United States Coast Survey, and one recently published under the superintendence of Capt. Eldridge. The map of Henry Pelham, 1775, and that of "Boston and its Environs in 1775 and 1776" in Frothingham's siege of Boston, will give the best idea of the fortifications around the town during the war of the Revolution.

CHAPTER VII.

POINTS, COVES, CREEK, OLD BRIDGES, AND BATTERIES.

Points and Headlands · · · Blaxton's Point · · · Barton's Point · · · Hudson's Point · · · Merry's Point · · · Fort or South Battery Point · · · Windmill or Wheeler's Point · · · The Coves · · · Mill Cove, the Site of the Old Mill Pond · · · The Old North Causeway · · · Grist Mills · · · Mill Creek, the Old Canal, now the Site of Blackstone Street · · · Other Creeks · · · North and South Mills · · · Foot Bridge · · · Windmill Walk · · · Saw Mill and Chocolate Mill · · · Mill Bridge, Draw Bridge, Swing Bridge, and Mackrill Lane Bridge · · · Oliver's Dock · · · Windmills · · · Great Cove · · · North and South Batteries · · · Sea Wall, Barricado, or Out-Wharves · · · Minot's and Brimmer's T · · · Island Wharves · · · Atlantic Avenue laid out in 1868 · · · South Cove · · · Back Bay, or West Cove · · · Public Garden.

Among the most noted of the landmarks of the old town were its Points, or Headlands. The most distinguishable of these were, Blaxton's Point, Barton's Point, Hudson's Point, Merry's Point, Fort Point, and Windmill (or Wheeler's) Point.

Blaxton's (or Blackstone's) Point, so named on account of the neighboring residence and spring of Rev. William Blaxton, the earliest English resident upon the peninsula, was situated in the neighborhood of West Cedar Street, and between Cambridge and Pinckney Streets, at a point which formerly bore the name of West Hill. East of this was situated Mr. Blaxton's Garden, and not far distant was the memorable spring which supplied him with water. The garden is designated on Burgiss's map in 1728, as Bannister's Garden.

Barton's Point, which derived its name from James Barton, a noted ropemaker of the olden time, was at the north-west corner of the town, near the abutments of Canal (or Cragie's) Bridge, and is only kept in remembrance by Barton Street which was laid out in its neighborhood soon after the removal of the Almshouse in 1825, which had been built there in 1800.

Hudson's Point took its name from Francis Hudson, a fisherman, who carried on the ferry from that point to Charlestown. It was situated at the north end of the town near the junction of Charter and Commercial streets, a short distance east of Charles River Bridge.

Merry's Point, since called North Battery Point, was situated a very little to the southeast of the Winnisimmet Ferryways, near where North Battery Wharf is, and owes its name first to Walter Merry, one of the earliest shipwrights of the town, who had his wharf and dwelling house there. Mr. Merry, who may have come over in the Griffin, in September, 1633, — for he was admitted a member of the first church on the ninth of the following February, — was drowned in the harbor on the twenty-eighth of August 1657; but not until his wharf had been converted into a battery in 1646, and the name of the Point changed.

Fort Point was situated near Rowe's Wharf, east of Fort Hill, and took its name from its proximity to the first fort erected on the peninsula. It gave name to the channel passing by it, which led from the bay just east of Dover Street Bridge. This bay has at times been known as Roxbury Harbor, Gallows Bay, and more recently as South Bay; while the channel has been known as Fort Point Channel, although sometimes it has been called erroneously Four Points or Fore Point

Channel. After the Sconce was built at this Point it took the name of Sconce (or South Battery) Point.

Windmill Point was at the southerly end of Sea Street, now called Federal Street, at the site of the gasometer; and was so called in consequence of its being a noted site for Windmills from the first settlement of the town until long after it became a city. Much of the property at the south end of Sea Street falling into the possession of Jonathan Wheeler and other members of his family, the Point took the name of Wheeler's Point, and has been thus distinguished for at least seventy years, certainly ever since the year 1796.

The great changes which have taken place in modern times by filling in the various coves, and by the building of commodious wharves, have almost entirely obliterated the distinguishing features of these points; nevertheless some of these local names are still retained in common parlance, especially by the older inhabitants. But these will soon disappear; as, unlike the streets and byways, they have no written remembrancers in any of the records, nor are they recognized in the printed directories of the city. Traditionary lore, and an occasional mention by some antiquarian writer, will alone help to perpetuate their remembrance.

Between the several Points, or Headlands, of the town were the Coves, as they have been designated from the first settlement of the peninsula, and which were briefly alluded to in Chapter I.

At the north part of the town was situated the Mill Cove, which might correctly have been called the North Cove, being an indentation of that part of the peninsula caused by the widening of the Charles River at its mouth. At the commencement of the present century,

this cove, for good reasons, which will appear in this account, was known by the name of the Mill Pond; and comprised the large space bounded by portions of Prince and Endicott streets on the east, and Leverett street, Tucker's Pasture and Bowling Green on the west; and on the south it covered the whole space now occupied by Haymarket Square. Most of the estates on Back street (now the westerly part of Salem street) and on Hawkins and Green streets originally extended to the Mill Pond. Probably the location of the First and Second Baptist meeting-houses, upon its southeastern border, was selected for the convenience of using the water of the pond for baptismal purposes, as was formerly done, when the water was next to their rear. This cove was originally a salt marsh; and where Causeway street now is, it is said "that the Indians had a foot-path over the highest part of the marsh or flats, which was raised and widened by a Mr. Crabtree to retain the water of the pond." This may have been the origin of the old North Causeway (now Causeway street), for there was a joiner by the name of John Crabtree, a townsman in 1638, who owned land, as early as the year 1641, which bordered upon the sea. This causeway, however, must not be confounded with another causeway which will be mentioned hereafter, and which had much to do with the formation of the Mill Creek. In the latter part of the last century, the Mill Pond supplied two grist-mills with water, for motive power.

On the thirty-first of July, 1643, a grant was made to Henry Symons, George Burden (he who bought the land of John Crabtree in 1641), John Button, and John Hill, partners, of all this cove, on condition that they would erect "vpon or neere some part of the premises

one or more corn-mills." After a long lapse of years, the sueeessors of these original proprietors were incorporated as the Boston Mill Corporation on the ninth of March, 1804, and on the fourteenth of the following May obtained from the town permission to use the soil from Beaeon Hill and its neighborhood for filling up the Mill Pond. The corporation, again on the twenty-fourth of July, 1807, made an agreement with the town in referenee to the filling up of the pond, whereby the town was to have one-eighth of the lots filled up within the space of twenty years. The filling up of the pond and grading of the land has added about fifty aeres to the area of Boston available for building purposes, in a distriet of the eity which now eontains many large and costly buildings, and from whieh proeeed all the railroads leading in a northerly direetion.

This Mr. Symons appears to have been a man of eonsiderable enterprise, and his eommeneement in produeing good water-power might have led to other improvements in the town, had he not been suddenly removed by death in the September immediately following his mill-dam endeavor. When he and his associates obtained their grant from the town, on the thirty-first of July, 1643, among other rights they had the liberty "to dig one or more trenehes in the highways or waste grounds, so as they make and maintain suffieient passable and safe ways over the same for horse and cart." In the performance of this, they dug the treneh which will be remembered by our old citizens as the Mill Creek, at the same time making the smaller causeway above alluded to, and whieh disappeared a long time ago. There was not originally a real ereek in the place of the artificial Mill Creek; yet the marshy land was so low in that region

that in the highest spring tide it was overflowed, so as occasionally to divide the town into two parts, generally known then, as now, as the North and South Ends of the town. Many persons who read these chapters may not remember that the "old canal," or Mill Creek, ran just east of the present Canal street, on the exact line of the Boston and Maine Railroad, from Causeway street to Haymarket square; thence through Blackstone street to the present North street; thence on the southerly edge of the same street, but chiefly on the estates on the same side of the street, until it reached Clinton street; thence into the Town Dock, which occupied nearly all of North Market street, for the fronts of all the stores on this street stand over the original site of the old Town Dock. When the great improvement was made by Mr. Quincy, the second mayor of the city, in which he was largely assisted by the able advice and practical skill and knowledge of the late Hon. Caleb Eddy, in laying out North Market street, in 1826, the easterly end of the Mill Creek was somewhat diverted from its old direction, and made to run its course through where Clinton street now is, and terminate at Commercial street, just north of the old City Wharf. The canal having been filled up, Blackstone street was laid out in the year 1833, during the mayoralty of Hon. Charles Wells; and although without any special reference to the locality, took the name so well identified with the first settlement of the town, the next year, through the instrumentality of Hon. Charles Leighton, then an Alderman, at the earnest solicitation of his old friend, the late Dr. Benjamin Shurtleff, who had the greatest veneration for the memory of the forefathers of the town. This was not the only creek, it must be remembered,

that flowed in the peninsula; for when Boston was first settled there were many other low, marshy places that obtained the name of creeks. For instance, the Town Dock originally extended into Brattle square; another similar creek ran up from Oliver's Dock, near Kilby street, through Water street to the neighborhood of Spring lane, in olden times called the "springate"; another was where Congress street now is; another where the lower parts of Milk and Federal streets now are; and others were in the many low and marshy parts of the old town.

It has been remarked above that there were formerly, nearly a century ago, two gristmills which were supplied with water for motive power from the Mill Pond, which in its turn was supplied from the sea. The causeway formed at the time that the trench was dug by Mr. Symons and his associates was at the easterly part of the Mill Cove, and led to Charlestown. One of these mills, called the North Mill, stood very near the angle in Endicott street, close by where Endicott place now is, at the northerly bend of the street, a few paces beyond Thacher street. The other, called the South Mill, had its location in the southerly bend in Endicott street, and was approached by Link alley, which was discontinued in the spring of 1858. The old wheels of these neglected mills (particularly the one in the lower workroom of Deacon Samuel Beal's noted furniture warehouse near the Mill Creek) are undoubtedly remembered by many of those who now rejoice in being called North End boys. In modern time, after the laying out of Pond street (now Endicott street), there was a narrow foot-bridge over the canal (known as the Foot Bridge), which connected the mill side with the street; and there

was another approach, from Hanover street to the easterly end of Link alley (more recently known as North Federal court), — a wooden platform projecting over the side of the canal, — known familiarly as Windmill walk, which would almost lead to the belief that the South Mill was sometimes moved by other power than that of the waters of the Mill Pond. But be this as it may, both of the Mills situated near the Mill Cove were, in the nature of the case, tidal, and both became inoperative when the Old North Causeway gave way; and the Mill Pond was converted into a receptacle for oyster shells, dry-dirt and the débris and street offal collected from all parts of the peninsula.

Somewhat later in point of time, a saw mill and a chocolate mill were erected in the neigborhood of the pond, and were put in motion by its water. All of these, however, lost their peculiar vocation long before the water was cut off from the canal, in 1828.

The canal running transversely across the main avenues that connected the North End with the other parts of the town, there were besides the Foot Bridge two other bridges which crossed it necessarily; the one in Hanover street was immovable, and called the Mill Bridge, on account of its proximity to the South Mill; the other, which lifted like an old fashioned draw, and therefore called Draw Bridge, was in Ann, now North street. This last is the bridge that fell through (a sad omen indeed) on the twenty-seventh of October, 1659, as the Northenders were returning home from witnessing the execution of William Robinson and Marmaduke Stevenson, the two Quakers hung on the Common; and perhaps heavy with grief and disappointment, because, at that time, poor Mary Dyar, who had been let off, and

banished from the colony, after she had been obliged to sit upon the ladder with her arms and legs bound and a rope about her neck, was not hung also. Alas for the philanthropy of our ancient townsmen! But the obstinate woman returning to her loved home and family was hung on the first day of the next June upon our delightful Common, and perhaps from the great limb of the old elm which was blasted by the gale of the twenty-ninth of June, 1859, within one year of two centuries after her inhuman murder. Those persons who passed over the Mill Bridge went in safety, because it had been recently rebuilt in a substantial manner, and was not constructed with a draw. In modern times, after Boston became a city, other small bridges were placed across the canal; one in Haymarket square, one in Market street, one in Traverse street, and one in Causeway street.

Two other bridges obtained considerable note in the old town. One, quite small, called the Swing Bridge, crossed the Dock, and was in the street leading from Merchants row to Ann street, and was removed about, one hundred years ago. The other was in the street anciently known as Mackrill lane, now Kilby street, and passed over Oliver's Dock. Remains of the old timbers and buttresses of this dock, and perhaps of the bridge, were exposed to view in December, 1864, while workmen were employed in boxing out dampness from the cellars of the stores in Kilby street. When the streets of Boston were named, on the third of May, 1708, this street, called "the way leading from Justice Dummer's corner in King Street, passing over ye Bridge as far as Mr. Dafforn's corner in Milk Street" was denominated "Mackrill Lane." The water of the dock then extended as far as Milk street, and a small wooden bridge was in

later years (certainly as late as 1722) to be seen crossing the street where Hawes street now opens into Liberty square. The southerly portion of "Mackrill Lane" was afterwards, at different times, called Cooper's alley, Miller's lane and Adams street; and when, in modern times, the street was straightened and widened, the whole took the name of Kilby street. The bridge, which was made more substantial in the year 1710, disappeared when that portion of Oliver's Dock was filled up.

Although the mills mentioned above were the chief gristmills in the town, the inhabitants, not trusting entirely to the tide waters for motive power, depended in a great degree upon the windmills, which they placed on every eminence and commanding point in the town. They were, therefore, quite numerous in the olden time. There had been mills in the earliest days of the town, upon Copp's Hill, Fort Hill, Fox Hill, the hill on the Neck, the rising ground north of Cambridge street, near the foot of Pitts street, and at Windmill Point. There are many now living who well remember the last two of these, which were not removed until several years after Boston became a city.

The number of coves was almost as numerous as the number of creeks. The Mill Cove, or North Cove, already described as afterwards forming the Mill Pond, the Great Cove, or East Cove, which extended north and south of the present Long Wharf, and the South Cove, extending from Windmill Point to Boston Neck, were the ones most frequently mentioned in the old records.

The Great Cove extended from Clark's, more recently Hancock's and now Lewis Wharf, at the easterly end of Fleet street on the north, to Rowe's Wharf on

the south. In its circuitous course it was bounded on the west by the buildings and wharves on what are now called North street, Dock square, Merchants row, Kilby street, the lower part of Milk street, and Batterymarch street. Westerly it had two smaller coves or docks; one called the Town Dock, extending from the easterly end of the Quincy market to the westerly side of Dock square; and the other, Oliver's Dock, extending from the water at the head of Central Wharf, through Liberty square, across Kilby street, nearly to Congress street.

Not far from the north and south termini of this cove were the North and South Batteries. The first of these was erected as early as the year 1646, to command the harbor and the mouth of Charles River. The South Battery, or the Sconce, as it was most frequently called, was built at the foot of Fort Hill near the present situation of Rowe's Wharf about the year 1666. In regard to these famous constructions of the olden time, we can give a cotemporaneous description of them, in the form of a report made to the General Court of Election, held on the twenty-third of May, 1666. The report is as follows:

"Wee, the subscribers, being appointed a comittee by this honoured Court to vejw the batterjes lately ereeted by Major Generall Jno. Leueret, with the aduice of the comittee of militia in Boston, accordingly attended that seruiee, and vnder the conduct of the sajd major generall, wee entred a well contriued fort, called Boston Sconee; the artillery therein is of good foree & well mounted, the gunner attending the same; the former thereof suiteable to the place, so as to scower the harbour, to the full length of their shot, euery way; it is spacious wthin, that the trauerse of one gunne will not

hinder the others course; and for defence, the foundation is of stone, & well banked wth earth for dulling the shott & hindering execution; ffinally, wee apphend it to be the compleatest worke of that kind which hitherto hath been erected in this country. Wee also tooke survey of another worke on the north side of Boston, called Merrjes Point, raysed with stones. The foundation is defended from the violence of the sea wth spyles and plancks; the wall of a considerable thicknes, yet lesse safe than the other, by the sharpe edges next the cannon, & widenes of the ports w^th^in, which being faced wth strong timbers, as is intended, willbe much better.

"To conclude, wee judge the defence to be considerable, & the offence to be avajlable (by God's blessing) for the thing intended, for wch the actors & contrivers, whereof Major Generall Leueritt hath beene the cheife, both in contriving, acting, & disbursing, deserues the thankes of this Court, & all due encouragement. Boston Sconce hath nine gunns mounted, & ffower more intended, without seven at Merrjes Point. All wch wee submit to the wisdome of this Court, & subscribe ourselves, your servants,

George Corwin,
Wm. Hauthorn,
Francis Willoughby,
Peter Tilton,
Tho. Bradbury,
Edward Johnson,
Timothy Wheeler."

For this excellent work of engineering, Major General John Leverett, who in 1673 was elected Governor of the Colony, had a vote of thanks and a gratuity of one hundred pounds.

Both of these batteries have long since disappeared, and wharves for the accommodation of the largest merchant ships have been built in their places. They were both to be seen in 1784, and are delineated on a map of the town engraved that year. They were certainly kept in repair, and supplied with a proper complement of men until the termination of the war of the Revolution.

Any person who examines the map published in 1784, or any of the older ones, will notice what appears to be a marginal wharf, extending in nearly a straight line from the present head of Lewis Wharf, across Long Wharf at the T, to Rowe's Wharf; and will find it designated as the Old Wharf. This indicates the exact portion of the Sea Wall, Barricado, or Out Wharves as it was sometimes called, because it was formed of several parts, separated by intervals left for the free passage of vessels. This interesting construction, forming a line of about 2,200 feet in length, was undertaken in the fall of 1673 by a company of forty-one persons, the town having declined the enterprise, who were severally to build a portion of it, from twenty to one hundred and twenty running feet measured in front. This was built in a substantial manner, uniform in all its parts, and was about fifteen feet in height, and twenty feet in breadth at top, of sufficient strength to answer the purpose of a breastwork and for heavy guns mounted "en barbette." It was designed as a defence in case of any inimical harbor attack; and fortunately proved needless, as no foreign enemy ever passed the Castle previous to the revolutionary war. Being of no special value for mercantile purposes it was allowed to go into decay by the proprietors, who had been incorporated by an act passed

by the General Court of the Colony on the eleventh of May, 1681.

Very little of the Barricado now remains, and what does is so perfectly concealed by improvements, that it would require a great stretch of credulity to point out a vestige of this remarkable enterprise. Brimmer's T (or Minot's T, as it was previously called) was a portion of this structure; and at the north of this there used to be a square wharf, called North Island Wharf, used frequently as a storage for plaster of Paris and ballast, and which was removed about the year 1830. Between this wharf and the T was the north opening to the dock in the rear of the Sea wall. On the south side of Long Wharf was the other opening; and the last vestige of this portion of the Barricado was the South Island Wharf, which was incorporated into Central Wharf when it was built in 1816. In 1776, when Henry Pelham made his remarkable map of the vicinity of Boston, there were three of these island wharves north of Long Wharf, and two south of it.

In about the same place, where the ancient Barricado of 1681 was stretched from the North Battery to the South Battery, the City Council voted in December 1868 to lay out a marginal street called Atlantic avenue. This great improvement extends from Broad street, at Rowe's Wharf, to Commercial street at Eastern avenue. The resolve and order for laying out the avenue and appropriating therefor the sum of twelve hundred thousand dollars was approved by the mayor on the eighteenth of December, 1868. The dredging between India and Central wharves commenced on the eleventh of March, 1869; the first pile was driven in the dock between these wharves near India Wharf on the sixth of April, and the

first stone laid in the dock near Rowe's Wharf on the ninth of April of the same year. The westerly part of the building on Eastern avenue was taken down in September, 1869. The earth for constructing the avenue is supplied from Fort Hill.

The great changes that took place when Faneuil Hall was built in 1742 and 1743 very much changed the appearance of the westerly side of the Great Cove; and so in modern times did the enlargement of the same building in 1805 or 1806, and the building of the new Market House, which was commenced in 1824, the corner stone having been laid with much ceremony on the twenty-seventh of April of that year. This building was opened for use on the twenty-sixth of August, 1826, two years and six days after the land was first staked out.

The South Cove was bounded on the land side, commencing on Windmill Point, where the gasometer now is, by the rear part of the estates on Essex street on the northeast, Rainsford's lane and Beach street on the north, and Orange street (now Washington street) on the northwest. At the close of the war of the revolution, there were no streets running parallel with Essex and Orange streets to their southeast, and only a few short streets and lanes ran perpendicular from them to the sea. Orange street, which split the neck lands, was the only street south of Castle street; and very little, if any improvement was noticeable in this part of the town until the thirty-first of January, 1833, when the South Cove Corporation received its charter from the Commonwealth. The work of filling up the cove commenced on the third of May, 1834; and before the close of the year 1837, seventy-seven acres were reclaimed from the sea and the contiguous low lands. The laying out of Front

street in 1806 (the name of which was changed to Harrison avenue in 1841) to South Boston Bridge, which had been incorporated on the sixth of March, 1804, and the building on Sea street and the southerly part of South street, had done much to improve this part of the town; but it was almost entirely due to the grand impetus given by the South Cove Corporation that so great improvements were made in this region, and that so large a tract of waste territory was made habitable.

That portion of the town lying west of the neck and of the Common, and which for many years has been known as the Back Bay, might well have been called the West Cove. In 1784, this part of the town, now making such rapid progress as the region of stylish and comfortable private residences, was entirely destitute of houses, and no streets had then been laid out west of Pleasant street and the Common. The first improvement in this direction may be said to have commenced at the laying out of Charles street in 1803, and when the Western avenue enterprise, incorporated on the fourteenth of June, 1814, was undertaken, and the causeways and dams running to Roxbury built and the water shut out of the receiving basin. The removal of the ropewalks west of the Common, in 1823, aided also in this great work. Boylston street was soon afterwards extended west, and on the twenty-sixth of October, 1837, the Public Garden was laid out by the city. Soon after this, the extreme South End began to look up. The rapid growth of this district may be illustrated by the following fact: In November, 1830, a gentleman of the old school, well known in this community for his literary productions, the emanation of a powerful mind drawn by an equally powerful pen, was taking his customary ride to his country seat,

and was, undoubtedly, pondering in his mind what new theme he should next write upon, when his attention was drawn, a short distanee north of the Roxbury line, to a small assemblage of persons, and what, to his diseerning eye appeared to be an auctioneer, in the form of the well-remembered Stephen Brown. Curiosity, a prominent faculty of the gentleman, Lueius M. Sargent, Esq., who was never afraid to have his name used properly in an illustration, at once stopped his horse; and making his way to the gathering, perceived that a land sale was going on; and, being of a speculative disposition, when speculation is a reality, he joined in the bidding, and to his surprise, and it will also be one to the readers of this article, he beeame the purehaser of three aeres three quarters and eight rods of land, of 165,526 feet, formerly the property of the late William Payne and Christopher Gore, and situated between the present Shawmut avenue and Tremont street, and all this for the small sum of two hundred and sixty-nine dollars and eighty eents. The rainy day, then, would only allow ten persons to feel suffieient interest to attend a sale at which aeres of land in the now great south ward eould be bought at the very eontemptible priee of about one mill and one half per square foot. In the short spaee of forty years, the neighborhood of this purehase has beeome so mueh inhabited that the land would now probably sell for three thousand fold the priee given in 1830. But it was not until quite reeently that the great ehange eame over the Back Bay, when the Commonwealth eeded a portion of its land to the city, and put other portions on sale, and when the Public Garden was enlarged and permanently made a desirable and beautiful plaee of resort for the publie. The laying

out of the spacious parks and avenues on this once dreary waste has largely added to the building area, as well as to the taxable property of the city. When the drainage and grading shall have been completed, and the streets paved and sidewalks laid, it will be by far the most pleasant and desirable place for private residences in this city.

CHAPTER VIII.

DIVISIONS OF THE TOWN.

Divisions of the Town · · North End · · · South End · · · Common and Neek · · · Old Soubriquets · · · New Boston, West Boston, or West End · · · The Hill, etc. · · · South Boston · · · The New Land · · · East Boston · · · South Cove · · · Back Bay, etc. · · · Mill-Dam Land · · · Mount Vernon · · · The Fields · · · The Mill Field · · · The Fort Field · · · Neek Field, or Field towards Roxbury · · · Centry Hill Field · · · The New Mill Field, or New Field · · · Boling or Bowling Green · · · Valley Acre · · · The Pastures,—Stanley's, Buttolph's, Tucker's, Rowe's, Wheeler's, Atkinson's, Leverett's, Middlecott's, and others · · · Blaxton's Garden · · · Watches and Wards · · · Military Districts · · · Overseers of the Poor · · · Division of the Town into Eight Wards in 1715 · · · Names and Boundaries of the Wards · · · Division into Twelve Wards · · · Numbers and Boundaries of the Wards in 1736.

In the early days of Boston, the town was not divided into wards as now; nevertheless, it was not wholly destitute of other divisions. The Mill Creek, or Canal, separated one portion very distinctly from the remaining part of the town; and this, being the north part of the peninsula, early obtained the name of the North End, as the other part did that of the South End. Within the memory of the oldest inhabitants, Milk street was referred to frequently as at the South End; and the third religious society of Boston now occupies a meeting-house, which though it was built much more than a century ago and has survived the desecrating influences of a hostile army, still bears the name of the Old South. The Common and Neck were necessarily a part of the South End;

and in days far from being ancient it was not very uncommon to hear of Hatters'-Squarers, Fort-Hillers and Wheeler's-Pointers, — epithets frequently applied to the pugnacious boys of former days, the residents of particular localities, — the Boston boys obtaining from the neighboring towns the generic name of "Chucks." When that part of the town which lies west of Sudbury street was first used as a place of residence, it received the name of "New Boston"; and this designation was afterwards changed to "West Boston," and it is now not unfrequently called the "West End." One portion of this End gained the soubriquet of "The Hill," and sometimes other appellatives not quite so euphonious. In more modern times, when Dorchester Neck and Point were annexed to Boston by an act of the General Court passed on the sixth of March, 1804, the territory acquired by the town took the name of "South Boston." The land which took the place of the Millpond, as it was filled up, was known as the "New Land," from the year 1804. Noddle's Island was called "East Boston" at the time of the establishment of the company which laid it out into lots, and which was incorporated on the twenty-fifth of March, 1833. The land reclaimed from the harbor by the South Cove Company, incorporated on the thirty-first of January of the same year (1833), retained the name of the "South Cove." The land at the west of Charles street was distinguished as the "Back Bay and Commonwealth Lands," and that on the northerly side of the western avenue was styled the "Mill-Dam Land," while that northwest of the State House was designated as "Mount Vernon."

Very early in the history of the town, the ungranted land around Copp's Hill (or, as it was then called, Wind-

mill Hill or Snow Hill) was known as the "Mylne Field" or "Mill Field"; that around Fort Hill, the "Fort Field"; that at the Neck, the "Neck Field," or the Field towards Roxbury; that where Beacon Hill Place now is, "Centry Hill Field"; and that west of Lynde street, and north of Cambridge street, the "New Mill Field," or shorter, the "New Field." The land lying between Sudbury and Goueh streets and Bowdoin square and the Mill Cove was known very early as "Boling Green" or "Bowling Green," a name which also was temporarily given to a portion of the land upon Fort Hill, a little more than a century ago. "Valley Aere" was situated south of Howard street, on the northerly slope of that portion of Beaeon Hill known as Pemberton's Hill, and extended westward nearly to Bowdoin street, and eastward not far from the corner of Tremont and Howard streets.

Besides the fields there were many pastures, so called: Christopher Stanley's was at the North End, covering the region of North Bennet street, between Hanover and Salem street; Buttolph's was south of Cambridge street; Tucker's, in the neighborhood of Lyman street; Rowe's, east of Rowe street; Wheeler's, where the southerly end of Chauney street is; Atkinson's, where Atkinson street was a few years ago, and where Congress street now is; Leverett's, one, where Leverett street is, and another, bounded by Winter and Tremont streets; Middlecott's, where the northerly part of Bowdoin street is; Blaxton's Garden, west of Louisburg square; and a very large number of other great lots, most of which are kept in remembrance by the streets which have been laid out through them.

Very soon after the establishment of the Massachusetts Colony, the different towns within the jurisdiction were required to keep watches and wards; and consequently in these towns military organizations were commenced, and trainbands and companies of horse raised. Boston, of course, complied with all the requisitions of the General Court, and raised its troops and armed its able-bodied men. After a while, as its population increased, the number of its military companies also increased. These were organized according to districts, which were in reality the military wards, where the watches were kept. Wherever there was one of these trainbands, there was also a constable and one or more tithing-men; and to these were entrusted many details, which the townsmen did not require to be performed personally by "the men chosen to manage the town's affairs," — the selectmen of a little later date. Thus was demonstrated the necessity of dividing the town into fixed districts, which, when accomplished, took the name of wards, — a name which they continue to hold to the present day. In the year 1662, there were evidently five of these divisions and five constables; and in 1676, the same number; but in 1686, there were eight captains of companies and as many tithing-men.

In this way matters went along very well, the constables distributing among the poor the money levied by rates, which in October, 1690, amounted to £412 4*s.* 6*d.* On the ninth of March, 1690–91, the townsmen voted, "that Mr. Nathaniell Williams, Mr. Benjamine Walker, Mr. William Coleman, and Mr. Symeon Stoddard be Overseers of the Poore of this Towne for the yeare ensueing"; and thus originated in name the first Board of Overseers of the Poor in Boston. On the day of their

election, "the foure overseers, together with the Towne Treasur^r^ are desired and apoynted a comittee to drawe vp and present vnto the Generall Court, such proposalls, as they shall aprehend needfull for the orderinge and improveing of them to imply and set the poore aworke"; by which it appears that though the poor were provided for by the town, nevertheless the town could get no return in the way of labor from those whom it had materially befriended. The overseers faithfully attended to the "desire" of the townsmen, and obtained an act which was passed by the General Court in the fourth year of the reign of William and Mary, being by common computation on the sixteenth of November, 1692. This act forms part of an act for regulating of townships and town-officers and setting forth their power. It gives power to the freeholders, and other inhabitants of towns ratable at twenty pounds estate, to assemble yearly in March and choose, among other town officers, Overseers of the Poor, who shall be "able and discreet, of good conversation, inhabiting within said town." These Overseers, or the Selectmen of the towns where no overseers are chosen, were "improved and ordered to take effectual Care that all Children, Youth, and other persons of able Body, living within the same Town or Precincts thereof (not having Estates otherwise to maintain themselves) do not live idly, or mispend their time in loitering; but that they be brought up or imployed in some honest Calling, which may be profitable to themselves, and the Publick." It also fully provides for binding out poor children as apprentices, the boys until they arrive at the age of twenty-one years, and the girls until the age of eighteen years or time of marriage. In the year 1720, a supplementary act was passed requiring that the boys

should be taught to read and write, and the girls to read, "as they respectively may be able," and the overseers were required also to inquire into the usage of the children bound out, and endeavor to defend them from any wrongs or injuries.

So matters went on, and the town annually chose seven Overseers of the Poor, that number corresponding as nearly as possible with that of the trainbands, until the year 1713, when for good reasons a more permanent division of the town was desired for carrying on its prudential concerns; and the townsmen took the initiative in causing the town to be set off into definite precincts or wards, as will be seen by what follows.

At a public town meeting of the freeholders and other inhabitants of the town duly qualified, held on the thirteenth of May, 1713, it was voted "That there be Eight Scavengers for eight several parts of the Town, and their particular distinct Precinct be under the Regulation of the Selectmen." This vote of the townsmen was carried out by the selectmen at a meeting held on the eleventh of August, as is evident from the following record made by them: "Pursuant to the vote of the Inhabit^ts of ye Town of Boston on the 13th of May last past, The s^d Selectmen have now agreed upon a distribution of the town into distinct Wards or Precincts, as set forth in a Scheme or draught thereof in writing attested by ye Town Clerk, and lying on file with the Records of this Town." What this was does not exactly appear from any record; but the following votes of the Justices of the Peace, Overseers of the Poor, and the Board of Selectmen, passed February 1, 1714–15, shows that the town was not particularly divided until the year 1715: — "Voted, That there be a division made of this Town into

Eight distinct Wards, in order to their inspecting each respective Ward." Also, "Voted, That it be left with the Selectmen to make such Division sutable to that occasion." The division made in accordance with the votes was reported to the same parties and agreed upon on the eighth of the same month, to wit: —

"No. 1. North Ward. Bounded Northerly by Charles River, and South by the North sides of Fleet Street & Bennet Street.

"2. Fleet-Ward. Bounded Northerly by the South side of Fleet Street and Bennet Street, and Southerly by Wood & Beer Lanes [Richmond street].

"3. Bridge-Ward. Bounded Northerly by Wood & Beer Lanes, and Southerly by the Mill Creek.

"4. Creek-Ward. Bounded Northerly by the Mill Creek, and Southerly by the North side of Wing's Lane [Elm street], & from the uper end thereof, the North side of Hanover Street to the Orange Tree [a noted landmark at the head of Hanover street at the corner of Court street,] and the North-East side of Cambridge Street [now the northerly end of Court street].

"5. Kings-Ward. Bounded Northerly by the South side of Wings lane, from the Uper end thereof the South side of Hannover Street, and the South-Westerly side of Cambridge Street, and Southerly by ye North side of King & Queens Streets [State and Court streets] to the Southward of the Writeing School House, Mr. Cotton's House the Southermost House.

"6. Change-Ward. Bounded Northerly by the South sides of Kings and Queens streets, and Southerly by the North side of Milk Street, thence the West side of Malbrough street [part of Washington street between Milk and Summer streets] as far as Rawson's Lane

[Bromfield street], the North side thereof, and the North side of the Comon.

"7. Pond-Ward. Bounded by the South-side of Milk Street, thence the East side of Malbrough Street as far as Rawson's Lane, the South side thereof, Southerly by the North side of West & Pond [the west end of Bedford street] Streets, Blind Lane [the east end of Bedford street], and thence the North side of Summer street.

"8. South-Ward. Bounded Northerly by the South side of Summer Street, as far down as Church Green, the South side of Blind Lane, of Pond & West Streets, and Southerly by the Townes Southern bounds."

Burgiss's Map, engraved in 1728, substantially shows these divisions by dotted lines.

In this way things proceeded with eight wards, the town choosing eight and subsequently nine Overseers of the Poor, and conducting its affairs in the best manner possible, with its simple machinery. But after a while the town having increased much in point of population, the passage of an act of the General Court of the Province was obtained on the twenty-eighth of May, 1735, empowering the town of Boston to choose twelve Overseers of the Poor and divide the peninsula into twelve wards. The Overseers were thereby empowered to erect a work-house for the poor, regulate the same, and receive donations for endowing it to the amount of three thousand pounds. The overseers were also to send idle and indigent persons to the work-house; to bind out the children of such as were not rated for their personal estate, and to warn intruders not inhabitants out of the town. It was further enacted by this act, "That where Persons bring up their children in such

gross Ignorance, that they do not know, or are not able to distinguish the alphabet or twenty-four Letters at the age of six years, in such case the Overseers of the Poor are hereby impowered and directed to put or bind out into good Families, such Children, for a decent and Christian Education, as when Parents are indigent and rated nothing to the publick Taxes; unless the Children are judged uncapable, through some inevitable infirmity."

After the passage of the above described act, the Overseers of the Poor, nine in number, were requested to attend an adjourned meeting of the townsmen held on the eighth of March, 1735–6, to give their opinion with respect to dividing the town into twelve wards. They attended in the afternoon, and "Jacob Wendell, Esq., in the name of the Overseers of the Poor Reported to the Town, That 'twas their opinion, It would be much for the Service of the said Town that it be divided into Twelve Wards, and Proposed the Military Division of the Town, to their consideration." Whereupon it was "Voted, That the gentlemen the Overseers of the Poor be a Committee to project a Division of the Town into Twelve Wards, and to make their Report thereof To-morrow, in order to the Towns proceeding thereon." On the next day Mr. Wendell reported as follows:

"Pursuant to a Vote of the Town on the 8th Instant, Desiring the Overseers of the Poor to Divide the Town into Twelve Wards, They have accordingly attended that Service — and are of Opinion That the following Division will best serve the same — and Propose to begin with —

"No. 1. From Charlestown Ferry on both sides of Prince Street to Gee's Corner, and the Westerly Side of Salem street, crossing over and taking in the Westerly

side of Henchman's Lane to the Water side, and round the Beech to the Ferry Place again.

"2. From the lower end of Henchman's Lane, up the South Side thereof, crossing over to Elder Baker's corner down Salem Street as far as the Reverend Doctor Cutler's and thence down Love Street [Tileston Street] and Foster Lane [Clark Street] the North Sides into Ship Street [North Street] including both sides thereof, as far as Henchman's Lane, To which Rumney Marsh [Chelsea] is annex'd.

"3. From the North East corner of Love Street, ruñing up the South Side of it thro', by the Reverend Doctor Cutler's and down Salem Street to Peirce's Corner and up Prince Street on the North side, crossing over thro' Bell Alley [East part of Prince Street] on both sides as far as Foster Lane, including the south side of said Lane.

"4. From the North East Corner of Prince Street, running down the South Side as [far as] Boucher's corner, and then on both sides of the way to the Mill-bridge, and from thence on the West side of Middle Street [middle portion of Hanover Street] to Prince Street, taking in the Square from Cop's corner down the North Side of Wood Lane [Richmond Street] thro' Bell Alley to Capt. Wadsworth's.

"5. From the North East corner of Wood Lane on the South Side into Middle Street, running on the North Side to the Mill Bridge, and then beginning at Byles's corner in Anne Street on both sides the way including the Dock and thro' Fish Street on both sides the way, as far as the Red Lion Wharf.

"6. From the Mill Bridge on both sides of Hanover street to Bradford's corner, crossing over to Cold Lane

[Portland street] and thence running to Jackson's Still House, Returning thro' Kneeland's Lane into Sudbury Street taking in the Easterly side as far as the Orange Tree, and then running down Hanover Street on the Westerly side as far as Bradford's corner and thence on the North side of Wing's Lane into Union street on both sides to the Mill Creek.

"7. From Barton's Point, thro' Leverett's street and Green Lane and Cambridge Street on both sides, taking in the Southerly side of Hawkins' Lane and round into Sudbury Street the Westerly side, crossing into Southack's Court [Howard Street] and thence crossing the Hill to the Water side.

"8. From the South East corner of Wing's Lane running upon the Southerly side of it, and so on the easterly side of Hanover street and then running down on the Westerly side of Queen and King Street on the Long Wharf, and thro' Merchants' Row to Mr. Jackson (the Brasier's) Shop, taking in Dock Square.

"9. From Mr. Bowdoin's corner in Treamount Street, taking in the Westerly side of Beacon Street down to the bottom of the Common, then taking the North side of School and Milk Street, as far as Horn Lane [Bath Street], thro' Water Street to Oliver's Dock, running thro' Mackarel Lane [Kilby Street], and then including the south sides of King and Queen Streets.

"10. From Mr. Secretary Willard's running down on the North side of Rawson's Lane crossing over to Penniman's corner running down on the Northerly side of Summer Street as far as Cow Lane [High Street], and so over the Hill as far as the Northerly side of Mr. Hubbard's Land, and then round by Hallowell's Shipyard to Milk Street, thence running on the Southerly

side, including the South Meeting House Square, and then taking in the South side of School Street.

"11. From the South corner of Rawson's Lane down the Common, as far as West Street, thence running down the North side of Pond street and Blind Lane into Summer Street, thro' Barton's Rope Walk as far as Mr. Hubbard's thence up the Hill, and then down Cow Lane, the South East side into Summer Street, and then the Southerly side of Summer street, thence crossing over and taking the Westerly side of Marlborough Street as far as Rawson's Lane, including the South side of said Lane.

"12. From the School House in the Common down the South side of Pond Lane as far as the Bull Wharf [end of Summer street], including the Whole of the South-Ward.

"All which is Humbly Submitted by

"Your Humble Servants,

"Jacob Wendell,
"William Tyler,
"Jeffery Bedgood,
"John Hill,
"Thomas Hubbard.

"Boston, 19th Mar. 1735."

Whereupon it was "Voted, That the Report of the said Committee be accepted, and that the Town of Boston be, and hereby is Divided into Twelve Wards or Districts according to the said Report; And that it so remain and continue, until the Town shall see cause to alter the same."

In the above manner this division of Boston into twelve wards was brought about, a number which has

been strictly adhered to, although the boundaries have been different at various times, for a hundred and thirty three years. In the year 1868, however, the addition of the territory of Roxbury made it imperative to increase the number to fifteen; and in 1870 it became necessary to add the sixteenth, in consequence of the annexation of Dorchester.

CHAPTER IX.

DIVISIONS OF THE TOWN, AND RIVERS.

Divisions of the Town, continued ··· Names and Relative Position of the Wards ··· Dimensions of the Natural Divisions, and the Number of Houses in each in 1784 ··· The Old Fortification ··· Old Causeway ··· May's Grant in 1785 ··· Curious Bend in the South End Streets ··· The Green Stores ··· The Gallows ··· Old Windmill ··· Native Trees ··· Pavement ··· Charter Provision for Dividing the City into Wards, and for Changing the Boundaries once in Ten Years ··· East Boston as a Ward ··· South Boston as a Ward ··· Act of Legislature for re-establishing Wards ··· The last Division of Wards ··· Commencement of the Municipal Year ··· Places and Manner of Voting ··· Choice of Selectmen and Ward Officers ··· Source of the Charles River, the Northern and Western Boundary of Boston ··· Neponset River ··· Mother Brook ··· Muddy Brook ··· Stony Brook.

In the last chapter it was shown that in the early days of the town, the Military and Civil Divisions were identical. This remained to be the case until necessity required a larger number of wards than of military companies. In the two early divisions given, it appears that the names of the wards were selected from something notable connected with them, chiefly from their principal street or their position. For instance, in the first division of 1715, the North and South Wards were the most northerly and southerly in the town; Fleet Ward had in it Fleet street, and King's Ward had King street; Bridge, Creek, Change and Pond wards had severally the bridges over the Mill Creek and the dock, the Mill Creek, the "change," and the "town's watering place,"— the last

more frequently known as "Wheeler's Pond," or the "Town Pond," which was situated at the south part of the town, as will be related hereafter. In the division of 1736, the wards were named: 1 — Charter Street Ward; 2 — North Street Ward; 3 — Fleet Street Ward; 4 — Pond Ward (after the Mill Pond, instead of the Watering Place); 5 — Ann Street Ward; 6 — Hanover Street Ward; 7 — Cambridge Street Ward; 8 — King Street Ward; 9 — Cornhill Ward; 10 — Marlborough Street Ward; 11 — Summer Street Ward; and 12 — Orange Street Ward. Four of these, and a large part of the fifth, were comprised in the North End, north of the Mill Creek; the sixth and eighth east of Sudbury street and north of Court and State streets; the seventh north of Beacon Hill and west of Sudbury street; and the others south of a line running through Long Wharf, State and Court streets, across the hills to West Hill which was a short distance from the westerly end of Cambridge street.

It may not be uninteresting to know, that, in the year 1784, just as the town was beginning to recover from the effects of the war of the Revolution, about four years after the adoption of the constitution of the Commonwealth, and about as many before the ratification of the Federal constitution, the North End contained about six hundred and eighty dwelling-houses and tenements, and six meeting-houses. Though it had formerly been the court end of the town, even at the above-named period it had begun to lose its former prestige, and gave unquestionable evidence of decay and unpopularity. From the Mill Bridge to Winnisimmet Ferryways, it measured about eight hundred and three yards, while its breadth from Charles River Bridge to the water side,

near the present Commercial Wharf, was about seven hundred and twenty-six yards.

New Boston, the West End, contained at the same period one meeting-house and about one hundred and seventy dwelling-houses and tenements; and, although the smallest and least populous of the divisions, was regarded then as a very pleasant and healthy part of the town, on account of its westerly situation, where it had plenty of agreeable inland breezes, and was comparatively sheltered from the easterly winds.

The South End was by far the most extensive in point of territory of all the natural divisions of the town, being in length from the fortification on the neck to the Mill Bridge about one mile and seven hundred and sixteen yards, with a breadth of about eleven hundred and fifty yards. It contained all the public buildings, except the Powder House, which at that time was near Cambridge street, ten meeting-houses, and about twelve hundred and fifty dwelling-houses. Being the seat of business, it was the most flourishing part of the town, and contained the principal shops and warehouses. Some of the mansion houses of this part would now be considered magnificent; and the common, though perhaps not so artistically laid out with paths and malls as now, was as delightful as a training ground and public walk as at the present time.

The portion of the South End situated south of Dover street had so few inhabitants before the Revolution that it was seldom taken into account in describing the town. This part of Boston has so increased in population and in business the last decade of years that it has completely thrown the city from its old balance, and has now really become the only true South End of

the city. One road, or highway, ran through it from Dover street to the Roxbury line in old times, and it was then generally known as the Neck Field, or the Field towards Roxbury. Very early after the settlement of the town, a fortification was built at the northerly end of this highway. It was chiefly of brick, with embrasures in front and places for cannon on its flanks, and a deep ditch on its south side. It was erected as a fortification against any sudden attack by the Indians, and had two gates, one for carriages and teams, and another for persons on foot. Regular watches and wards were kept near it, not only in compliance with the orders of the General Court of the Colony, but also as a prudential act of the town; and such was the observance of this duty that the townsmen felt perfectly secure within the town. A little to the south of this had been placed in earlier times a row of palisades. After the disappearance of the hostile Indians, there being no necessity for the protection, the whole fortification fell to decay; and it was not until the year 1710 that another of regular construction was established at the Neck, a few feet south of the present Dover street. This was more substantial than that which had preceded it, as it was thoroughly built of stone and brick, with a breastwork of earth and proper gates. Dams also extended for some distance each side of the Neck near the fortification, and these were kept in good repair by the town, as is manifest by the votes occasionally to be found in the town records. About the twenty-ninth of March, 1860, as workmen were engaged in removing the earth in the neighborhood of these old works, for the purpose of laying a drain, the stone foundations of the old fortification were discovered, and to a considerable extent exposed to view. The exact

position was ascertained to be precisely in front of the southwest corner of the Williams Market House. For a long distance extending south of Dover street, and on the westerly side of Washington street, reaching as far as Union Park street, there was also a causeway built of stone; parts of which, in the neighborhood of the gasometer, north of Waltham street, and also farther south, near the Unitarian meeting-house on Union Park street, were to be seen as late as the year 1868.

Old plans, made many years ago, show that, previous to the year 1785, there stood on the westerly side of the highway above mentioned, and extending from the fortification to a point opposite where Malden street now is, a few rods south of Union Park street, a picket fence; which, in the year above alluded to, gave way to the stone causeway, a grant having been made that year by the town to Stephen Gore, John May, and others, of a tract of land and flats bounded by the present Malden street on the south about nine hundred feet, thence running north on a well-remembered causeway fourteen hundred feet long, to a point within one hundred and twenty-five feet of Dover street, thence west on a line about parallel to Dover street one hundred and thirty-two feet six inches, till it reached the highway. A strip of land two hundred feet wide, of the same length (1,400 feet) on the west side of the highway was included in the same grant, the highway being eighty feet in width, the grant embracing all east of the highway to low-water mark. To this grant a condition was attached, that barriers should be erected for excluding the tide waters. This gave origin to the old causeway which formerly stood east of Washington and south of Dover streets. This large tract of land was

subsequently divided into fourteen lots, one hundred feet wide, and extending from the eastern to the western boundaries, the highway dividing each of the lots into two by an angular line; but to avoid this bevel towards the street, a bend was made, so that the estates present right angles to the street, and a bend a short distance from it. This bend, which may be noticed, extending from Dover street to Malden street, shows the high-water mark, on the easterly side, the bevelled line running east to low-water mark or the channel of the South Bay, or Roxbury Bay, sometimes also called Gallows Bay in ancient writings. On a portion of this land stood the old stores of the late John D. Williams, Esq., noted landmarks of former days, under the name of the "Green Stores," on account of the peculiar fancy which the owner had to that color.

It may be interesting to some to know that, on the city lands just south of the above-mentioned ground, and east of the highway, near Malden street, used to stand the gallows in times of execution. It is said that one of the posts of this old landmark formed a boundary mark for Col. May's lot, and that a painted sign upon it gave information to that effect. In later times culprits were hung further south, not far from the rear of the present burial-ground on the Neck; but now this dreadful work is performed with proper privacy in the jail-yard. Further south, on the way to Roxbury, stood the old windmill, which was blown down during the great gale that did so much damage, on the twenty-third of October, 1761.

In 1784, there were no buildings below the fortification except a few stores. A portion of the land was covered with trees of native growth; and from time to time,

after the highway was laid out, trees were set out on the sides of the road. In the year 1758, the towns-people began to pave the street leading to the neck, partly at the expense of the town, and partly by private subscription.

The second section of the city charter made it the duty of the Selectmen, as soon as might be after the passing of the act, to cause a new division of the town to be made into twelve wards, each of which should as nearly as possible contain the same number of inhabitants, the basis for the computation being the last previous census of the United States. This division being somewhat objectionable, an amendment was procured in 1850, so that the number of legal voters should form the basis of the division, instead of the number of the inhabitants. The City Council was also empowered to alter such division once in ten years; which authority it has exercised three times, in the years 1838, 1850 and 1866. The new city charter which was adopted by the citizens on the thirteenth of November, 1854, provided for a new division of the city during the year 1860; but this did not then take place, in consequence of a provision of the General Statutes of the Commonwealth, that "no new division of wards shall be made in the city of Boston previous to the next apportionment of senators and representatives," which occurred subsequently in 1865. When this new arrangement was made, the wards were necessarily very much changed, in consequence of the very rapid growth of several parts of the city, while other parts have been comparatively stationary. To enumerate all the changes that have been made in the twelve wards since their first establishment in 1736 would be needless; yet it may not be out of place here to mention,

that when Dorchester Neck and Point were annexed to the town, they became part of the twelfth ward; and it was not until the new districting of the city by an ordinance passed the twentieth of September, 1838, that South Boston became a ward of itself under the name of Ward XII. This ward became so large at the new re-division in 1865, that it was found necessary to assign part of it to Ward VII.

The islands in Boston Harbor at different times belonged to different wards. At the time of the adoption of the city charter in 1822, they were included in Ward IV.; and consequently Noddle's Island, which in 1833 took the name of East Boston, was part of this ward, until by a City ordinance, passed on the twenty-fourth of June, 1850, to take effect on and after the second Monday of the following December, East Boston and the Islands were made a ward by themselves, called Ward II. By the re-division in 1865 the Island Ward, together with the islands, was designated as Ward I.

At the present day it would be almost preposterous for any one to state that when South Boston became part of the city in 1804, it had only ten families on its five hundred and sixty acres of territory, and that in 1833 there was only about one-tenth as many inhabitants upon East Boston; both of which facts are equally true, as they are equally astonishing to modern wonderers.

By an act of the legislature of the commonwealth, approved on the sixth of February, 1865, the several cities in Massachusetts were empowered to make a new division of their wards, not, however, to go into effect before the tenth day of November in any year in which said new division shall be made. Consequently the years 1865, 1875, 1885, etc., will be the years for this purpose.

On the tenth of November, 1865, the mayor approved an ordinance providing for a new division of the wards, based upon the number of voters, which took effect on the eighteenth of November of the same year. By this ordinance the old number of twelve wards was retained, although the boundaries were much changed. On the sixth of January, 1868, the city of Roxbury became by annexation a part of Boston, and at the suggestion of the mayor was designated as the Boston Highlands. By the act of annexation of the two municipalities, the Roxbury portion, which had constituted five wards, was newly districted by an ordinance approved on the eighth of November, 1867, dividing that part of the city into three wards, numbered thirteen, fourteen and fifteen. By an act of the legislature on the annexation of Dorchester, its territory became the sixteenth ward of Boston on the third of January, 1870. The division of the city into sixteen wards is as follows:

No. 1. — All that part of the city called East Boston, and all the Islands in the harbor.

No. 2. — Beginning at the water at Warren Bridge; thence by the centre of the avenue leading from Warren Bridge to Causeway street; thence by the centre of Causeway street to Haverhill street; thence through the centre of Haverhill street to Haymarket square; thence across Haymarket square to the centre of Blackstone street; thence by the centre of Blackstone street to Clinton street; thence by the centre of Clinton street, and by a line in the same direction with Clinton street to the water; thence by the water to the point of beginning.

No. 3. — Beginning at the water at the easterly end of Cambridge Bridge; thence by the centre of Cambridge

street to Staniford street; thence by the centre of Staniford street to Green street; thence by the centre of Green street to Leverett street; thence by the centre of Leverett street to Causeway street; thence by the centre of Causeway street to a line on the northerly side of the Fitchburg depot to the water, and thence by the water to the point of beginning.

No. 4. — Beginning at the water at the end of Clinton street; thence by the centre of Clinton street to Blackstone street; thence by the centre of Blackstone street to Haymarket square; thence across Haymarket square to Haverhill street; thence by the centre of Haverhill street to Causeway street; thence by the centre of Causeway street to Leverett street; thence by the centre of Leverett street to Green street; thence by the centre of Green street to Staniford street; thence by the centre of Staniford street to Cambridge street; thence by the centre of Cambridge street to Temple street; thence by the centre of Temple street and Mount Vernon street to Park street; thence by the centre of Park street to Tremont street; thence by the centre of Tremont street to Winter street; thence by the centre of Winter street to Washington street, thence by the centre of Washington street to Milk street; thence by the centre of Milk street to India street; thence across India street by a straight line to the water on the south side of Central wharf; thence by the water to the point of beginning.

No. 5. — Beginning at the water on the south side of Central wharf; thence across India street by a straight line to Milk street; thence by the centre of Milk street to Washington street; thence by the centre of Washington street to Winter street; thence by the centre of Winter street to Tremont street; thence by the centre

of Tremont street to Boylston street; thence by the centre of Boylston street to Washington street; thence by the centre of Washington street to Beach street; thence by the centre of Beach street to Federal street; thence by the centre of Federal street to Mount Washington avenue; thence by the northerly side of Mount Washington avenue to the water; thence by the water to the point of beginning.

No. 6. — Beginning at the water at the easterly end of Cambridge Bridge; thence by the centre of Cambridge street to Temple street; thence by the centre of Temple and Mount Vernon streets to Park street; thence by the centre of Park street to Tremont street; thence by the centre of Tremont street to Boylston street; thence by the centre of Boylston street to Arlington street; thence by the centre of Arlington street to Commonwealth avenue; thence by the centre of Commonwealth avenue to the boundary line between Boston and Roxbury; thence by said boundary line in a northerly direction to the water; thence by the water to the point of beginning.

No. 7. — Beginning at the northerly side of Mount Washington avenue; thence by the northerly side of Mount Washington avenue to the centre of Federal street; thence by the centre of Federal street to Beach street; thence by the centre of Beach street to Albany street; thence by the centre of Albany street to Curve street; thence by the centre of Curve street to Harrison avenue; thence by the centre of Harrison avenue to Dover street; thence by the southerly side of Dover street Bridge to the water line of South Boston (so called); thence by water line to the Old Colony and Newport Railroad track at the crossing in Dorchester

avenue; thence by the track of the Old Colony and Newport Railroad to E street; thence by the centre of E street to the water; and thence by the water line, including the property known as Boston Wharf, to the point of beginning.

No. 8. — Beginning at the centre of Boylston street at its junction with Carver street; thence by the centre of Boylston street to Washington street; thence by the centre of Washington street to Beach street; thence by the centre of Beach street to Albany street; thence by the centre of Albany street to Curve street; thence by the centre of Curve street to Harrison avenue; thence by the centre of Harrison avenue to Indiana street; thence by the centre of Indiana street to Washington street; thence by the centre of Washington street to Pleasant street; thence by the centre of Pleasant street to Carver street; thence by the centre of Carver street to the point of beginning.

No. 9. — Beginning at the centre of Carver street at its junction with Boylston street; thence by the centre of Carver street to Pleasant street; thence by the centre of Pleasant street to Washington street; thence by the centre of Washington street to Indiana street; thence by the centre of Indiana street to Harrison avenue; thence by the centre of Harrison avenue to Florence street; thence by the centre of Florence street, crossing Washington street, to Chapman street; thence by the centre of Chapman street to Tremont street; thence by the centre of Tremont street, crossing Berkeley street, to Warren avenue; thence by the centre of Warren avenue, crossing Columbus avenue, to Newton street; thence by the centre of Newton street to the track of the Boston and Providence Railroad; thence by the

track of the Boston and Providence Railroad to the boundary line between Boston and Roxbury; thence by the boundary line between Boston and Roxbury to its junction with Commonwealth avenue; thence by the centre of Commonwealth avenue to Arlington street; thence by the centre of Arlington street to Boylston street; and thence by the centre of Boylston street to the point of beginning.

No. 10.—Beginning at the junction of Florence street with Harrison avenue; thence by the centre of Florence street, crossing Washington street, to Chapman street; thence by the centre of Chapman street to Tremont street; thence by the centre of Tremont street crossing Berkeley street, to Warren avenue; thence by the centre of Warren avenue to Brookline street; thence by the centre of Brookline street, crossing Albany street in a direct line to the water; thence by the water line to the northerly side of Dover street Bridge; thence by the centre of Harrison avenue to the point of beginning.

No. 11.—Beginning at the boundary line between Boston and Roxbury on the Boston and Providence Railroad; thence by the centre of the track of the Boston and Providence Railroad to Newton street; thence by the centre of Newton street, crossing Columbus avenue, to Warren avenue; thence by the centre of Warren avenue to Brookline street; thence by the centre of Brookline street, crossing Albany street in a direct line to the water; thence by the water to the boundary line between Boston and Roxbury; thence by said boundary line to the point of beginning.

No. 12.—All that section of the city now known as South Boston, lying south of the centre of E street and south and southwest of the track of the Old Colony and

Newport Railroad from its crossing at Dorchester avenue.

No. 13. — Beginning at the centre of Washington street at the line heretofore existing between Boston and Roxbury; thence by the centre of said street to Guild row; thence by the centre of Guild row to Dudley street; thence by the centre of Dudley street to Eustis [now Dudley] street; thence by the centre of Eustis [now Dudley] street to the boundary line between Roxbury and Dorchester; thence on said boundary line to the boundary line heretofore existing between Boston and Roxbury; thence on said boundary line between Boston and Roxbury to the point of beginning.

No. 14. — Beginning at the centre of Washington street at the boundary line heretofore existing between Boston and Roxbury; thence by the centre of said street to Guild row; thence by the centre of Guild row to Dudley street; thence by the centre of Dudley street to Eustis [now Dudley] street; thence by the centre of Eustis [now Dudley] street to the boundary line between Roxbury and Dorchester; thence on said boundary line to the boundary line between West Roxbury and Roxbury; thence on said boundary line between West Roxbury and Roxbury to the centre of Shawmut avenue, at the point where it crosses said line; thence by the centre of Shawmut avenue to Bartlett street; thence by the centre of Bartlett street to Dudley street; thence by the centre of Dudley street to Putnam street; thence by the centre of Putnam street to Shailer avenue, so called; thence by the centre of Shailer avenue, so called, to Cabot street; thence by the centre of Cabot street to Culvert street; thence by the centre of Culvert street to Tremont street; thence by the centre of Tremont street

to the boundary line hitherto existing between Boston and Roxbury; thence by said boundary line between Boston and Roxbury to the point of beginning.

No. 15. — Beginning at the centre of Tremont street, at the boundary line heretofore existing between Boston and Roxbury; thence by the centre of Tremont street to Culvert street; thence by the centre of Culvert street to Cabot street; thence by the centre of Cabot street to Shailer avenue, so called; thence by the centre of Shailer avenue, so called, to Putnam street; thence by the centre of Putnam street to Dudley street; thence by the centre of Dudley street to Bartlett street; thence by the centre of Bartlett street to Shawmut avenue; thence by the centre of Shawmut avenue to the boundary line between West Roxbury and Roxbury; thence on said line between West Roxbury and Roxbury to the boundary line between Brookline and Roxbury; thence on said boundary line between Brookline and Roxbury to the boundary line heretofore existing between Boston and Roxbury; thence on said boundary line between Boston and Roxbury to the point of beginning.

No. 16. — All that part of the city which formerly constituted the town of Dorchester.

Before leaving the wards of the town, it may be well to notice the fact, that in the olden time the practice was to choose the town officers in the month of March, which according to the Old Style of reckoning time was considered the First Month, the civil year commencing on the twenty-fifth day. As the election took place during the early part of the month, it would be almost impossible to decide what year was intended by records, were it not for the custom of our forefathers to double date, — a plan which the readers of these chapters must have fre-

quently noticed, as many quotations have been given from the old records which required such a distinction. In 1752 the New Style came into use in Great Britain and its Provinces; and consequently on that year the civil, as well as the historical year began on the first day of January, and the necessity for double-dating became unnecessary. On the adoption of the city charter on the fourth of March, 1822, the day for the municipal election was fixed to be the second Monday of April; and this time continued in use for that purpose until the year 1825, when the second Monday of December was adopted by legislative consent, so that the city officers could commence their term of service on the first Monday of January after their election. A revised city charter continuing this amendment was adopted on the thirteenth of November, 1854, by a vote of 9,166 against 990.

Previous to the adoption of the city charter, the town elections were held at the town house, until the year 1743, when they took place in Faneuil Hall, which was first opened for public use on the fourteenth of March, 1742–3, for the purpose of paying a tribute of respect to the memory of the generous donor, Peter Faneuil, Esq., who had died on the third day of the same month.

Voting was performed in the olden time in various ways; sometimes in the manner called "viva voce," and sometimes by "uplifted hands." Very early the ballot was taken with corn and beans, the former being for the affirmative. Written ballots were used very strictly until the year 1830, when Hon. David Henshaw introduced printed tickets at the polls, and was sustained in the use of them by a decision of the Supreme Court, made at the March term of that year.

On the first settlement of the town, the good people were accustomed to delegate the minor details of town prudentials to ten men, who we are told were chosen "to manage the townes affaires." These were to all intents just what the Selectmen of towns are at the present day; and, indeed, in the year 1642, we find this appellation applied to them. The number ten was not always adhered to; for sometimes, it appears, seven, eight and nine only were chosen, nine being the favorite number, which after a while became permanent. The old act of 1692 provided that each town in the Province should sometime in March choose three, five, seven, or nine persons, "able and discreet, of good conversation," to be Selectmen; an older act, passed in 1670, in colony times, provided for the election of Selectmen, the number not exceeding nine. It is probable that these acts were strictly followed by our forefathers; and that consequently, after the passage of the acts, they restricted themselves to the number nine. The old records show that besides the nine Selectmen, there were chosen at the same time a Town Clerk and Treasurer, and after the division of the town into twelve wards, twelve Overseers of the Poor, whose powers and duties were defined by acts of the Legislature passed in 1735, 1785, and 1794, a due number of Tithing-men and Assessors, who in 1801 were formed into a regular Board, consisting of three Permanent Assessors and twenty-four Assistant Assessors. The number twelve soon began to be popular, and after a while there were twelve Firewards, twelve Clerks of the Market, twelve Constables, twelve Seavengers, twelve members of the Board of Health, and, in 1789, twelve members of the School Committee. Previous to that time the Selectmen, with the assistance of "learned

men" as advisers, performed the duty satisfactorily, as did the first Board of Aldermen for many years, with the advice of twelve persons chosen in the several wards.

All may not know that the Charles River, which makes the northern and western boundary of the town, has its principal source in a pond lying in Milford called Cedar Swamp Pond, which is supplied by Deer Brook and other brooks running from Hopkinton, Holliston and Milford. In its course, running through Centre Village and Factory Village in Bellingham, it receives additional strength from Beaver Pond in that town; then running in an easterly direction between Medway and Franklin, it receives tribute from Hoppin Brook and Chicken Brook coming from Holliston on the north, and from Mine Brook and Shepard's Brook from Franklin on the south, and from Mill River leading from Wallamonopogue Pond and Archer's Pond in Wrentham on the south. Pursuing a northerly course between Medway and Sherborn on the west (where it receives an additional supply of water from Boggistere Brook, which in its turn is formed by the confluence of Town Brook from Winthrop Pond, Dapping Brook and Dirty Meadow Brook rising in Holliston and Sherborn), and Medfield and Dover on the east (with another supply from Stop River), passing through Wrentham, Walpole and Medfield, it passes through South Natick, and takes an easterly direction. Leaving Natick, it passes between Needham on the north, and Dover and Dedham on the south, taking in water from West Needham Pond, and from Trout Brook, Noanett's Brook in Dover, and a small stream from Dedham. In Dedham the river takes a strange freak; it sends off a small stream, called Mother Brook, to the

Neponset River, and then taking a somewhat sudden turn to the northwest, it leaves Needham on the southwest and West Roxbury and Newton on the northeast, gaining a little strength from small streams on both sides. Having reached Weston, it takes a northerly direction between Weston on the west, and Newton on the east, and again changes its direction to the east, leaving Waltham, Watertown, Cambridge and Charlestown on the north, and Newton, Brighton, Brookline and Roxbury on the south; and bounding Boston on the west and north, passes into Boston Harbor.

By the annexation of Dorchester to Boston, the Neponset River becomes the southern boundary of the city. This river takes its rise in the lowlands and meadows of the northerly part of Foxborough, in the county of Norfolk; and, running northwardly through the centre of Walpole, it receives from Sharon, on the east, a slight increase of fresh water from Diamond Brook, and from Medfield, on the northwest, a more considerable augmentation from the waters of Mill Brook, which gets its main supply from the Great Spring in Dover, on the north, through Tubreek Brook. After entering Dedham in its northerly course, it has an addition on the west from Bubbling Brook, which, arising also in Dover, has supplies from brooks running from Walpole and Dedham, and from the considerable stream that forms the outlet for Buckminster's Pond, in Dedham; and all of these, uniting their waters, pass as Bubbling Brook through Hawes Brook into the Neponset, at the southerly part of South Dedham, just before meandering into Sharon, and then turning north, to form a tortuous boundary between Dedham and Hyde Park on the west and Canton and Milton on the east. Before, however, leav-

ing South Dedham, it receives additional supply through Puffer's Brook, and from Massapoag Pond, which discharges itself through a brook bearing the same name, both streams collecting their waters from the meadows of Sharon, and the latter gaining sufficient from Steep Brook, rising in Sharon, and Beaver Brook, and the waters of York Brook and Reservoir Pond, in Canton, to gain for this stream the name of the Eastern Branch of the Neponset River. On this stream was established, in the year 1801, the foundry of the late Colonel Paul Revere, who cast so many church-bells and artillery-guns at the commencement of the present century, and whose rudely-engraved pictures and paper money are so well known to the lovers of revolutionary relics and memorials of the last century. Upon the stream that leads from Reservoir Pond, also in Canton, was the homestead of the celebrated Roger Sherman, who was so distinguished in the days of the American Revolution. After receiving on its easterly side the waters of Punkapaug Lake, which are conducted through the northerly part of Canton by a brook of the same name, the Neponset runs to the southern boundary line of Hyde Park, and thence receives on the west the waters of Mother Brook. Thence this river, assuming size and additional importance, runs in a northeasterly course to Dorchester Bay, between Commercial Point and Squantum, separating Boston from Milton and Quincy, and receiving in its course tributes from a few small brooks on both sides, and the more important Pine Tree Brook, in Milton, and Sagamore Creek, in Quincy. This river, which has been of great importance at all periods of the history of New England, and which is about thirty miles in length from its source in Foxborough to Boston Harbor,

is navigable as far as Granite Bridge. Formerly, small vessels were accustomed to reach the Lower Mills, about three and a half miles, in a crooked course, from Commercial Point.

The curious connection between Charles River and Neponset River, by means of Mother Brook, which separates a small portion of Dedham near West Roxbury from the rest of the town, forms literally a large island territory, consisting of Brookline, Brighton, Newton, a small portion of Dedham, Dorchester, West Roxbury, Roxbury and Boston. In its course the river is interrupted by several dams, producing, with the neighboring scenery, picturesque falls, and giving power to many mills and manufactories built upon its borders. From the mouth of the river back to the lower mill, it experiences all the changes consequent to the tides, and its waters are salt; but above this point, being supplied by brooks running from ponds, its waters are fresh.

There are two other streams of water of considerable interest to Boston, known as Stony Brook and Muddy Brook. The first of these takes its rise from various points in the southwesterly part of West Roxbury; and its streamlets uniting about the centre of the town, the brook runs through the low parts of the town and Boston Highlands, until it is emptied into the Back Bay, its waters finding their way to the harbor through Charles River. Muddy Brook, which forms the outlet for Jamaica Pond and Ward's Pond, in West Roxbury, unites with another branch of brooklets from the central part of Brookline, and flowing in a very tortuous manner to the Back Bay, where it empties itself, forms the boundary line between Boston and Brookline.

CHAPTER X.

THE THREE HILLS OF BOSTON.

The Three Hills, Copp's, Fort and Beacon Hills ··· Appearance of the Hills on approaching the Town ··· Copp's Hill, and its earlier Names ··· The Old Windmill ··· Stanley's Pasture ··· Stanley's Gift to the Free School ··· Ancient Redoubt ··· Claim of the Artillery Company ··· Prospect from Copp's Hill ··· Burial Ground ··· Fort Hill, its Position and Early Name ··· Streets Leading to the Fort ··· Fort Field ··· Fortification on Fort Hill ··· Widow Tuthill's Windmill ··· The Mill Lane ··· Elder James Penn's Land on the Hill ··· Seizure of Andros ··· Charity School ··· Views of the Hill and Fort ··· Changes in the Neighborhood of Fort Hill.

To ANY one approaching the old town of Boston, as it appeared at the time of its first settlement by Europeans in 1630, its most distinguishing feature consisted in its several hills, three of which, particularly prominent to the sight, were noticeable from all points of view, whether from the land or the sea. The most northerly of these, situated at the extreme north end of the town, between Hudson's and Merry's Points, has at various times been known as Windmill Hill, Snow Hill, and Copp's Hill, the last of which designations is most familiar to Bostonians. The most easterly, situated between the Great and South Coves, and near the Fort Point, bore at times the names Corn Hill and Fort Hill. But the largest, and by far the most remarkable of the three, was in the more westerly part of the peninsula, although some of its eminences, for it had many, extended easterly almost to the most central portion of the

town, and was early known as Treamount, and afterwards as Beacon Hill, with several names for its many peaks and eminences.

In the olden time, before the hand of modern civilization had reached these old landmarks — the familiar holiday resorts of the forefathers of the town — the first objects that met the eye of the stranger who ventured to approach the capital of the Massachusetts Colony were the ancient windwill and its busy wings, the lone tenant of the north hill, grinding out the rich yellow corn of Indian origin, raised on nearly every garden lot on the peninsula; and the tall and sturdy beacon pole on the loftiest eminence of Treamount, sometimes topped with a blazing bonfire, the warning to the neighboring villagers that danger was at hand; and the old, but formidable wooden breastwork, upon the Fort Hill, a safe reliance when the danger should come.

Copp's Hill, though not very lofty, being only about fifty feet in height, rose with a gentle ascent from Hudson's Point, whence the ferry boat of honest Francis Hudson, the fisherman, started for Charlestown. On its northerly side, fronting Charlestown, it presented somewhat of an abrupt face, like many of the bluffs, or heads of islands in the harbor; while the three sides, bounded by the streets now known as Charter, Prince and Salem streets, were of a gradual and easy slope. Upon the summit of this hill there was a level plain, which in early days had been the site of a noted windmill, and from which the hill itself had taken its earliest remembered name "Windmill Hill," and the contiguous land around it that of the "Mylne Field," or "Mill Field," by which appellation it was most frequently known in the record of grants and conveyances of land made in that neigh-

borhood in the olden time. The old windmill had formerly performed the accustomed work at a place some miles distant; for Governor Winthrop in his valuable journal informs us on the fourteenth of August, 1632, that "the windmill was brought downe to Boston, because (where it stoode neere N-town) [Newton, perhaps a part of Cambridge], it would not grind but with a westerly winde." In later days the same hill obtained the name of Snow Hill, a cognomen only kept in remembrance by Snow Hill street, which in early times was content with a position on its northwesterly side, though it now, disturbing the earthly resting-place of the former residents of the North End, sacrilegiously passes over the edge of the old bluff, extending itself in a northerly direction to Charter street on the northeasterly side. Commercial street also has interposed itself between the hill and the water side, and Hull street has contracted its limits by separating it from its old western boundary, Prince street. After a lapse of time, the hill took another and more permanent name, which it now bears, Copp's Hill, probably after William Copp, an industrious cobbler, who dwelt hard by on his half-acre, and owned a homestead there; and who died in March 1670, aged sixty-one years, and was buried, as his family were, in the graveyard that was a few years earlier located on the brow of the hill. On the southerly slope of this hill was Stanley's Pasture, extending to Hanover street, and covering the large tract of land lying between Prince and Charter streets, the westerly end of Bennet street at its junction with Salem street being the centre of the lot. This individual was a tailor, if old records can be believed, and dwelt near his pasture at the North End; he died not far from March 1646, at the age of forty-

three years, a fit person to be remembered by Bostonians, as the first who devised property to the town for the support of public schools; for in his will dated the twenty-seventh of March, 1646, we find the following, "It^m^, I give to the maintenance of the free-schoole at Boston a p'cell of land lying neere to the waterside & foure roads in length backward."

During the siege of Boston in revolutionary times the British threw up a redoubt upon this hill, the parapets of which were constructed of barrels filled with the natural soil of the place. At the battle of Bunker Hill, on the seventeenth of June, 1775, the battery on Copp's Hill consisted of about six heavy guns and howitzers, three of which pieces, twenty-four pounders, were found, on the re-occupation of the town after its evacuation by the British on the seventeenth of March, 1776, spiked and clogged, so as to prevent their immediate use by the provincials. The vestiges of these works remained upon the hill — near the southwest corner of the old burial-ground — for many years after they were used by the British, and were a favorite playground for the North End boys, until improvements to the neighborhood required their removal. The Ancient and Honorable Artillery Company a long time ago claimed the ownership of a part of this hill, and is said to have occupied it on one occasion for parade and drill during the war of the revolution, in consequence of being refused admittance to the Common, the place to which they had prescriptive right by their charter. After the British soldiery left Boston, the company made claim to it again by right of an old mortgage, which had run out without the redemption of the land; but this was subsequently discharged.

Although the location of this eminence was such that it did not command a prospect of any considerable part of the town, even before the high and capacious buildings of the present century were erected, nevertheless it afforded a good opportunity for viewing the towns of Charlestown and Chelsea, and a large part of the harbor and its pleasantly situated islands. In late years an agreeable number of thrifty trees have been transplanted on its summit by direction of the city authorities; and the spot has again become the holiday resort of the inhabitants residing in its neighborhood, who are wont on Sundays, and the evenings of the sultry days of summer, to refresh themselves with the breezes which still continue to visit the old hill, though the wings of the windmill have long since ceased to move, and the grinder to garner in his toll from the scanty produce of the neighboring fields and garden plots. Many memories of the past, however, cling to this well known spot, and no old Bostonian visits the ancient monuments which tell of other days without a pious thought of the years that have passed away forever, and without recalling well remembered incidents and many recollections and associations of the pleasantest period of life. A description of the ancient burial-ground will be given hereafter when treating of the town cemeteries.

Fort Hill, the second of the three great hills of Boston, was situated at the easterly part of the town, on the promontory that projected easterly between the Great Cove at its north and the South Cove at its south. It was estimated, before any alteration had taken place in the contour of its summit, to be about eighty feet in height, and was quite extensive at its base, originally including under its name all that part of the town now

lying between the water on the northeast, east and south, Atkinson's Pasture (the region between the present Federal and Pearl streets, but which were anciently known as Long Lane and Hutchinson's street) on the west, and on the northwest was a creek which in days long past ran through a marsh that occupied the space known as the lower part of Milk street, Kilby street and Liberty square, till it reached Oliver's Dock, at the northerly part of Broad street, where it is crossed by Central street. On its northerly and easterly sides it presented rugged bluffs, difficult of ascent, and consequently affording good defences for the town, which were early made available; while on its other sides its gradual slopes made it easily accessible from the other parts of the town. The hill was anciently approached by two ways, the first of which led from Governor Winthrop's house or "the High Street" (where now the South Block is on Washington street), opposite the School street, by "the Fort Street" (now Milk street) and Oliver's street; the second, also, from the same High street, but farther south, by passing through either the way leading by "the town's watering place," now Bedford street, or through "the Mill Lane" (now Summer street), and then through "Cow Lane" (now High street), to its foot.

The land immediately around this hill was designated, in the early days of the town, the Fort Field, and was used so extensively at first for the cultivation of corn that the eminence had previously obtained the name of Corn Hill, an appellation which it soon lost in consequence of the fortification which was so early erected there by the forefathers of the town. An attempt was made early in the last century to call this hill Bowling Green, and still later, after the honored name of Wash-

ington; but the former failed entirely, and the latter succeeded no farther than naming the empty square space which surrounded the top of the hill and which was afterwards, and until quite recently, encircled with an iron fence.

After the Governor and the Company of the Massachusetts Bay, while in England, had resolved to remove with their charter to New England, among their earliest considerations they took counsel about matters of defence in the new country, by whom they should be erected, and how they should be maintained; and came to the conclusion, that the Company should be at one-half the expense and the planters at the other half, and that all men should be employed in the building thereof in equal proportion until the works should be completed. The first place selected for raising fortifications was Boston, and the place may be inferred from the following extracts taken from Governor Winthrop's often quoted journal: 24 May, 1632, "The fortification vpon the Corne Hill at Boston was begun:" 25. "Charlestowne men came & wrought vpon the fortifieane; Roxbury the next, and Dorchester the next." Again, on the third of August, 1633, the Governor being asked by the Deputy-Governor by what authority he had removed certain ordnance and erected a fort at Boston, replied, "that the ordnance lying vpon the beach in danger of spoiling, & having often complayned of it in the Court, & nothing done with the helpe of divers of the Assistants, they were mounted vpon their carriages, removed where they might be of some vse: & for the forte, it had been agreed, above a year before, that it should be erected there: & all this was done without any peny charge to the publ." These extracts clearly show that Governor Win-

throp originated the project of erecting the fortifications upon the hill, and actually accomplished the undertaking, in which he was opposed by Mr. Dudley the Deputy-Governor. The first mention made of these fortifications in the Colonial Records of Massachusetts is under the date of the twenty-ninth of May, 1633, when it was ordered by the General Court "that the ffort att Boston shalbe finished with what convenient speede may be, att the publique charg." In September of the same year all hands, except magistrates and ministers, were ordered to afford their help to the finishing of this fort until it should be completed; and on the first day of the subsequent October, Sergeant Perkins is ordered to carry forty turfs to the fort, as a punishment for drunkenness. On the third of September, 1634, the same records show that "Mr. John Samford is chosen canoneere for the ffort att Boston; & itt is ordered, that for two yeares service that hee hath already done att the said ffort, & for one yeare more hee shall doe, to be accompted from this day, hee shall have allowed him out of the treasury the sum of xx*l*." By these extracts it is evident that the construction of the fort was commenced in May 1632, more than two years before the earliest town record now extant.

After this date, the town records abound in orders passed with reference to the building of the fortifications upon Fort Hill, and petitions are frequently mentioned as having been presented by persons who wished to be relieved from working upon the same.

The following extract from the town records shows what passed at a general town meeting, and contains much information; it bears date the twenty-third of January, 1635-6:

"Item, it was likewise agreed, y^t^ for ye rayseing of a newe worke or fortification vpon ye fforthill, about y^t^ wch is there alreaddy begune, the whole towne would bestowe fourteene dayes worke by equall pr'portion, & for this s^m^ Mr Deputie, Mr Henry Vane, Mr John Winthrop, Sen., Mr Willm Coddington, Mr John Winthrop, ju., Captaine John Underhill, & Mr Willm Brenton, were authorized as commissioners, y^t^ they, or ye greater part of them, should sett downe how many dayes worke be equall for eaeh man to doe, & what money sueh should eontribute beside their worke, as mene of greater abilities, & had fewer servants, that therewith pr'vision of tooles & other necessaryes might be made, and some recompence given to such of ye poorer sort as should be found to bee overburdened wth their fourteene dayes worke; & Mr John Cogan is chosen treasurer, & Mr Willm Dyer, clerke, for ye furtherance of this worke; the worke also is to be put in hand w^th^, soe soone as weather will p'mitt, in regard y^t^ ye ingineer, Mr Lyon Garner [Gardner], who doth soe freely offer his help therevnto, hath but a short time to stay."

From this time the work on the fortifications seems to have progressed reasonably well, although they were not immediately completed. On the thirty-first of October, 1642, "there is liberty granted vnto Widdow Tuthill to remove her windmill into the Fort there to plaee it at the appointm^t^ of Capt. Gibones." In Deeember 1642, "It is ordered that the highway begun from Widdow Tuthills windmill to the Fort, 20 feet in width, shall be laid out by Wm Colbron and Jaeob Eliot," and in March 1643, the same persons were appointed to lay out a eartway near the Widow Tuthill's Windmill, and on the fifteenth of September, 1645, the same Mr. Colbron with James

Penn are directed to lay out the way through the gardens to the south windmill, passing between the house of Nicholas Parker (at the southwest corner of the present Winter street), and the garden of Robert Renolds, which was situated east of the present site of Trinity Church. This way (now Summer street) is the old Mill Lane that led to the Widow Tuthill's Windmill on Fort Hill. The other lane (Bedford street), leading to the Fort passing by the town's watering place, was laid out by vote passed the thirty-first of January, 1644-5, and was to pass between Thomas Wheeler's garden, at the northwest corner of Bedford street, and Robert Woodward's garden at the southwest corner.

From the following record it appears that the land taken on Corn Hill for the fort must have belonged to James Penn, a person of much note in the early days of the town, having been the beadle, then the marshal, and finally the ruling elder of the First Church: — December 30, 1644. "There are two acres of ground added to James Penn his former grant of 26th 6mo 44, for more full satisfaction for his land taken on ye fort hill, taken to the use of the fortification"; and afterwards three acres "neare Rockbury gate" are granted to him for the same purpose.

Fort Hill has been quite noted in the early history of the town; and among the most noted events was the seizure of Sir Edmond Andros, who sought shelter within the fort, on the tenth of April, 1689, a daring act on the part of Bostonians, which might have made many of them lose their heads had it not been for the lucky occurrence of the great English revolution that elevated the Prince of Orange to the throne. The following vote, passed the ninth of March, 1712-13, shows

that Boston was not altogether wanting in good acts and charities:

"Voted, That the Selectmen be desired to view the House and ground on Fort Hill or elsewhere at the Request of ye Gentlemen that are about to erect a Charity School, or Hospital for such children, and that they lay out what ground may be thought convenient for the s^d^ Intention, and make Report at the next General Town Meeting for the Townes confirmation of the same, to be continued and appropriated for that use so long as such school shall be upheld there."

Many engravings have been made representing the hill and the fort on its summit. On Bonner's plan of the town, published in 1722, it appears like a quadrangular stockade; but in a later map, published in 1775, it has the appearance of a regular fort; and again the plates connected with Des Barres's charts give it simply the resemblance of a common board fence. A view of the town taken in 1743, and published by William Price, and republished a century afterwards, exhibits a good view of Fort Hill from an easterly point of view; as also does another ancient engraving made in 1774, and published with the Royal American Magazine. In the Columbian Magazine for December 1787, and the Massachusetts Magazine for June 1791, are other views of this locality. There is no evidence on record, nor is there any creditable tradition that the town ever parted with its right to Fort Hill. From the earliest days of the town to the close of the war of the Revolution, the hill was chiefly used for military purposes; since then, the fortifications have been suffered to decay, until not a vestige of them remained to be seen at the time Boston became a city, in 1822.

Great changes have taken place in the appearance of Fort Hill. As late as the year 1784 no street was nearer its summit than Batterymarch, Purchase, and Oliver streets, at which time it had visible remains of the old fortifications enclosed with a wooden fence. A very creditable engraving, published in 1781, with the charts of Des Barres, a noted hydrographer, exhibits the appearance of the hill at the time of the American Revolutionary war. Since this time, the hill has been nearly covered with private houses and one or more public buildings; and a circular plat of ground, surrounded by a wide street forming a square, has alone been retained as a breathing place for its numerous inhabitants. Before the buildings were erected upon the hill, an excellent view of the harbor and of the towns lying southerly, Dorchester and Roxbury, and the Blue Hills of Milton, could be obtained from its top. Now, alas! there is very little remaining about it that can interest the visitor. A project of removing the soil and reducing the hill to a much lower grade was sanctioned by the city council by a resolve and order approved on the sixth of September, 1865; and which will be fully carried out, as an order appropriating the large sum of twelve hundred and fifty thousand dollars for the purpose was approved by the mayor on the twenty-third of July, 1869. This improvement will give much valuable room to the business part of the city, and make a large increase in its taxable property, and at the same time remove many of the noted places of filth and sickness which are now found in its immediate neighborhood.

CHAPTER XI.

BEACON HILL AND ITS EMINENCES, BEACON POLE AND MONUMENT.

Beacon Hill, anciently called Treamount ··· Its many Eminences and their Names ··· Beacon Hill proper ··· Copley's Hill, Mount Vernon ··· Cotton's Hill, Pemberton's Hill ··· West Hill ··· Height of Highest Summit ··· Early Mansion Houses ··· Hancock House, and its Stable, etc ··· The Hancock Cow Pasture, now the site of the State House ··· Changes in the Vicinity of Beacon Hill ··· The Beacon Pole and its History ··· British Fort ··· Centry Street ··· Thurston's House ··· Approach to the Hill ··· Beacon Hill Monument, and its Inscriptions ··· The Tablets and Gilded Eagle ··· Exact Site of the Old Monument ··· Sale of the Land and Removal of the Monument ··· Temple Street laid out ··· House of Daniel D. Rogers ··· Present Condition of Treamount.

Beacon Hill, early known as Treamount, or Tramont, and sometimes called Tremont, was the third of the three great hills of Boston, and presented to the sight the most prominent object of the town when it was viewed at any considerable distance. It was not only conspicuous on account of its loftiness, but was also a distinguishing feature of the peninsula, in consequence of the peculiar shape of its summit, which exhibited three eminences that were particularly noticeable from the neighboring town of Charlestown, and which gave to it its first name "Treamount," to the town the first English designation "Tri mountaine," and to a principal street, one of the oldest and most noted, the name "Tremont," by which alone is preserved the remembrance of a peculiarity now lost to the sight forever. One of

these eminenees was situated behind where the State House now stands, and was anciently known as Centry Hill, and was the site of the aneient beacon pole; at the west of this was a lesser elevation, sometime ealled Copley's Hill, and later, Mount Vernon; and at the east was a summit known as Cotton's Hill, and Pemberton's Hill, that eonsisted of three more humble risings upon a lofty eminenee, which in reeent times were oeeupied as the gardens of the late Lieutenant-Governor William Phillips, Gardiner Greene, Esq., and Dr. James Lloyd. Another portion of the ancient Treamount stretehed nearly to the present line of West Cedar street, where it terminated in a high bluff called West Hill — a portion of the ridge enjoying names whieh it would be mueh better to forget than to eontinue in remembrance with the unpleasant associations of the past with whieh they are inseparably eonneeted.

The loftiest of these eminences was about one hundred and thirty-eight feet above the level of the sea, and afforded the best view of the neighboring towns and harbor that eould be obtained within the limits of the peninsula. This eluster of elevated points extended from the head, or westerly end of Hanover street on the east to the water on the west, and from Cambridge street on the north to the Common on the south. On the easterly slope, the site of the present Tremont row, were, in the olden time, many of the prineipal mansion houses of the town; but upon the more westerly part there were seareely any buildings until Mr. Thomas Hancoek, a prineely merehant, erected on the southerly slope his sightly stone house, in 1737, afterwards the aristoeratie mansion of his nephew, Governor Haneoek, whieh was taken down in 1863, to give room for the two

magnificent houses of Messrs. Beebe and Brewer. On the west of the Hancock house were the carriage house and stable, about the last use of which was for the exhibition of caravans of wild animals; and on the east was the cow pasture, which was bought by the town and given conditionally to the State for the erection of the present State House, the corner stone of which was laid by the Grand Lodge of Freemasons of Massachusetts on the fourth of July, 1795, in the presence of Governor Samuel Adams, who made a most appropriate speech on the occasion, which probably took him less than five minutes to deliver.

The changes in the vicinity of Beacon Hill have been numerous in modern years; and the various eminences have been removed and many streets laid out upon their surface, much of the soil having been used to raise the low land in the neighborhood of Charles street, and a portion to fill up the old millpond north of the present Haymarket square. The last of the beacon poles, from which alarms had been given in former days, was blown down in November 1789, and a monument erected in its place in 1790; and this last was taken down in the year 1811 to make way for dwelling-houses; and on a portion of the site of the principal eminence is the stone reservoir, which sides upon Temple, Derne and Hancock streets.

The origin of the beacon pole dates back to the following order, passed on the fourth of March, 1634–5, by the General Court of the Colony:

"It is ordered, that there shalbe forth with a beacon sett on the centry hill at Boston, to give notice to the country of any danger, & that there shalbe a ward of one pson kept there from the first of April to the last

of Sept^r., & that upon the discov'y of any danger, the beacon shalbe fired, an allarum given, as also messengers presently sent by that towne where the danger is discov'ed, to all other townes within their jurisdiccon."

This beacon pole was a tall and conspicuous staff, having foot sticks on its sides to give aid in ascending to the crane which surmounted its top, and to which was suspended an iron skillet that, in colonial times, was generally kept full of combustibles, ready prepared for ignition in case of the necessity of an alarm.

In some shape the beacon pole, erected in accordance with the vote of the General Court, was kept standing, being occasionally replaced by a new one, until the year 1775, when it was taken down by the British troops, and a small square fort erected in its stead. After the retirement of these troops in 1776, the beacon pole, which remained until it was blown down just previous to the erection of the monument, was placed in the old position by the town. The one which was taken down by the British had been erected by the Selectmen of the town in 1768, very much to the displeasure of the governor of the province; and, in consequence of apprehension of oppression by the troops, unknown persons, on the tenth of September of that year, placed an empty turpentine barrel in the skillet, undoubtedly with a view of raising the country to oppose the troops if necessary. This gave great alarm to the royalists, especially to Governor Bernard, and the Selectmen were desired to remove the same; but declining to do so, the obnoxious barrel was taken down by Mr. Greenleaf, the high sheriff, on the sixteenth, by direction of the Governor, and the pole subsequently taken away, and the fort erected. The removal of the barrel created quite a prolonged discussion

through the papers, certain parties being very desirous to propagate the idea that the barrel was not one which had been used for turpentine, and consequently was not of an inflammable nature.

The street which led to the Centry Hill was laid out by an order of the Selectmen passed the thirtieth of March, 1640, the portion of Temple street extending over the site of the hill from Mount Vernon street to Derne street not being constructed until years after the summer of 1811, when the monument was taken down, and the hill dug away. Not a few of the older inhabitants who were living at the commencement of the present century remember well the lofty mansion house of William Thurston, Esq., as it presented itself to the sight of all in the days of its magnificence, from its towering eminence just east of the monument; and many will undoubtedly, never forget the same building shorn of its pristine glory, standing upon the high precipice formed by the removal of the greater part of the soil of the same hill, overtopping the chimneys of the neighboring houses. The summit of the hill, about six rods square, was approached from the north and from the south by means of steps, rather steep in their ascent. Five lithographic views printed some years ago by Mr. George G. Smith, of this city, recall to memory very vividly the appearance of the hill about the time of the removal of the monument.

The last contemporary notice of the beacon pole is to be found in the *Independent Chronicle*, under date of Thursday, December 3, 1789, in the following words: — "The Beacon, which was erected on Bacon-Hill, during the last war, to alarm the country in case of an invasion of the British into this town — was on Thursday night last blown down." This, of course, was on the twenty-

sixth of November. Immediately after this occurrence, a project was set on foot for erecting a monument upon the site of this noted and heretofore useful pole; and a plan was procured of Charles Bulfinch, Esq., a worthy townsman, who had made architecture a special study. The erection of the monument was commenced in the year 1790, but was not completed until the spring of the next year. Its base was about one hundred and thirty-eight feet above the level of the sea, being about twenty feet higher than the floor of the present State House. It was a plain Doric column, of the Roman style, with a well proportioned base and pedestal, and built in the most substantial manner of brick and stone incrusted with white cement; and surmounted by a large gilt eagle with the American ægis upon its breast, standing upon a globe. The whole height of the monument, including pedestal and eagle, was sixty feet; the diameter of the column being four feet, and the width of the pedestal eight. The four sides of the pedestal contained panels, in which were engraved the following inscriptions designed to commemorate the leading events of the American Revolution.

On the South side:

TO · COMMEMORATE
THAT · TRAIN · OF · EVENTS
WHICH · LED
TO · THE · AMERICAN · REVOLUTION
AND · FINALLY · SECURED
LIBERTY · AND · INDEPENDENCE
TO · THE · UNITED · STATES ·
THIS · COLUMN · IS · ERECTED
BY · THE · VOLUNTARY · CONTRIBUTIONS
OF · THE · CITIZENS
OF · BOSTON
MDCCXC.

On the West side:

Stamp act passed 1765. repealed 1766.
Board of customs established 1767.
British troops fired on the inhabitants of Boston
March 5. 1770.
Tea act passed 1773.
Tea destroyed in Boston Decem: 16.
Port of Boston shut and guarded June 1. 1774.
General Congress at Philadelphia Sept: 4.
Provincial Congress at Concord Oct: 11.
Battle of Lexington April 19. 1775.
Battle of Bunker Hill June 17.
Washington took command of the army July 2.
Boston evacuated March 17. 1776.
Independence declared by Congress July 4. 1776.
Hancock President.

On the North side:

Capture of Hessians at Trenton Dec: 26. 1776.
Capture of Hessians at Bennington. Aug: 16. 1777.
Capture of British army at Saratoga Oct: 17.
Alliance with France Feb: 6. 1778.
Confederation of United States formed July 9.
Constitution of Massachusetts formed 1780.
Bowdoin President of Convention.
Capture of British army at York Oct: 19. 1781.
Prelimenaries of Peace Nov: 30. 1782.
Definitive Treaty of Peace Sept: 10. 1783.
Federal Constitution formed Sept: 17. 1787,
and ratified by the United States 1787. to. 1790.
New Congress assembled at New York April. 6. 1789.
Washington inaugurated President April 30.
Public debts funded Aug: 4. 1790.

On the East side:

·AMERICANS·
WHILE·FROM·THIS·EMINENCE
SCENES·OF·LUXURIANT·FERTILITY
OF·FLOURISHING·COMMERCE
&·THE·ABODES·OF·SOCIAL·HAPPINESS
MEET·YOUR·VIEW
FORGET·NOT·THOSE
WHO·BY·THEIR·EXERTIONS
HAVE·SECURED·TO·YOU
THESE·BLESSINGS.

Hon. Thomas Dawes, the well remembered judge of the late Municipal Court, who was born in Boston in the year 1757, graduated at Harvard College in 1777, and died 22 July, 1825, had the reputation of being the author of these very judicious inscriptions. If he did not write them, it is desirable to know who did. When the monument was taken down in 1811, to make way for improvements, the tablets were placed in a back passageway of the State House, at the foot of the old flight of stairs which led to the rooms in the entresol beneath the Senate Chamber, and the gilded eagle was placed over the entrance door of the Doric Hall, immediately beneath the Representatives' Hall; and subsequently, about fifteen years ago, removed to the last mentioned hall and suspended over the Speaker's Chair. On the twenty-first of February, 1861, in accordance with an order of the Legislature, these tablets were securely attached to the easterly wall of the Doric Hall of the State House, there to be retained and preserved, not only to commemorate the important events thereon recorded, but to serve as a memorial of the patriotic feelings of our predecessors, and as a testimony of our appreciation of their good works. In arranging in 1867 the colors borne by the Massachusetts regiments it became necessary to remove this venerable tablet to the easterly corridor at the right of the Doric Hall. An act has been passed empowering the Bunker Hill Monument Association to re-construct the Beacon Hill Monument. If the tablets should ever be removed, a place would be afforded for another set of marbles, on which can be chronicled the patriotic acts and heroic sacrifices of the noble sons of Massachusetts, who so recently have given themselves to their country in its greatest need and peril.

The site of Beacon Hill Monument is one that can now be pointed out with exactness, and with such a degree of precision that any one can identify the spot without hesitation. It has already been stated that a portion of the summit of Centry Hill was reserved for the Beacon Pole very early after the settlement of the town. The monument area seems to have been a portion of the summit of the hill six rods, or ninety-nine feet, square. Old deeds of neighboring estates mention this lot and it seems to have been surrounded, at one time, by the land of Robert Turner, two hundred years ago, leaving only a passage to it from the Common about thirty feet wide. The neighboring estates passed by inheritance and sale, until they became vested in Thomas Hancock, the uncle of Governor John Hancock, in 1752, and in others, among whom was John Alford, of Charlestown. The Alford property was sold in 1760 to William Molineaux, and subsequently by confiscation became vested in Daniel Dennison Rogers. The Rogers' estate extended from the present Beacon street to the top of Beacon Hill, and was bounded on the east side by the present Bowdoin street, and on the west by the passageway to the monument, and by the monument lot. The most northerly part of this land, being about eighty feet of the depth of the garden of Mr. Rogers, was sold by him, on the ninth of November, 1802, to William Thurston, Esq., and was the site of the house built there in 1804, and which will be remembered on account of its high flight of steps, and as standing in the air after the digging down of Monument Hill, as before alluded to. The exact site of this noted house was the northwest part of the estate, which covered the ground now occupied by the three houses in Beacon

Hill Place, and the one just north of them extending on Bowdoin street to the passageway. The back of this estate, on the westerly side, bounded on the monument lot.

In the spring of 1811 the old town began to feel poor, as grievous debts pressed heavily upon the inhabitants; and an effort was made to obtain relief by selling the public land, in order to raise money to lessen the town's debt. A committee of twelve respectable men, one from each ward, was appointed to take the subject into consideration; and on the twenty-seventh of May a report was submitted to the townsmen, recommending the sale of land belonging to the town on Beacon Hill, of the lot opposite to the mall, and other land. The recommendation was adopted, and on motion of John Lowell, Esq., then an active inhabitant of the town, an order was passed for that purpose. The land was sold at public auction on the twentieth day of the succeeding June, that opposite the Tremont street mall being soon built upon as a portion of Colonnade row; and of the monument lot two-thirds fell to John Hancock, and one-third to Samuel Spear. It was then that the monument was taken down and its eagle and tablets saved, for the purchasers began removing the soil from the hill in July, although they did not receive their title-deed to the land until the sixth of August following. Although this great digging commenced in 1811, it was not until the twenty-ninth of July, 1824, during the mayoralty of the elder Quincy, that Temple street was laid out through it and accepted by the city. This occurrence being of so late a date has led many to think that the monument could not have been removed as early as 1811, while others insist upon it, that it was taken down

several years sooner. But it is well known that it was standing in its lot in the spring of 1811, and that it was not there in November of the same year. The four boundary lines of this lot, six rods square, are: The south line, sixty feet from Mt. Vernon street; the north line, consequently one hundred and fifty-nine feet from the same street; the east line, that already mentioned as the boundary of Mr. Thurston's estate; and the west line, about twelve feet west of the westerly line of Temple street. The site of the monument, being in the centre of this lot, was just east of the easterly side of Temple street, in the front part of the lot of the second house in this street numbering from Mt. Vernon street, now numbered 80.

The house well remembered by so many, as standing in a somewhat similar condition as did Mr. Thurston's, was the house of the late Daniel Dennison Rogers, and was situated on the estate just south of the present Beacon Hill Place. It was a large double house, and was built on the European plan, with a stable and woodhouse in front, and the main entrance approached from between these, over a long flight of stone steps which led to it and its spacious front garden. Mrs. Elizabeth, widow of Mr. Rogers, died on the fifth of May, 1833, aged sixty-nine years; and the estate was sold at auction in the subsequent June, and the house was taken down soon after, and the present block built and occupied in 1835.

Within the memories of the older inhabitants of Boston, great changes have taken place in the territory once occupied by Treamount. The hills have been removed to fill up valleys and waste places; streets, vying with each other in their comfortable and sightly

mansion houses, have been laid out; and the dreary part of the old town, which had very little of early historical interest, except in the garden, orchard and spring of Blaxton, and in the Beacon Pole, upon which the warning light had so often blazed, has become now the most populous, as well as the most comfortable part of the city.

CHAPTER XII.

CEMETERIES — CHAPEL BURYING-GROUND.

Cemeteries in Boston ··· The Old Burying-Ground, or Chapel Burying-Ground, in Tremont street ··· Death of Mr. Isaac Johnson, in Charlestown ··· Burial of Captain Robert Welden, the first known interment on the Peninsula ··· Lady Arbella Johnson buried in Salem ··· Form and Boundaries of the Chapel Burying-Ground ··· Number of its Tombs and when built ··· Wooden, Brick, Stone and Iron Fences ··· The Ground let to Captain Savage ··· Burials discontinued for a time ··· Description of the Cemetery ··· Strange Freak of an old Superintendent of Burials in placing the Gravestones in Rows ··· Kinds of Memorials and their Material ··· Monument of Col. Dawes ··· The Winslow Tomb ··· Leverett Tomb ··· Governor Winthrop's Tomb ··· Elder Thomas Oliver's Tomb ··· The Early Pastors of the First Church ··· Graves of Mrs. Mather and Mrs. Davenport ··· Inscription on Tomb of Jacob Sheafe ··· Brattle and Bromfield Tombs ··· Remains of Lady Andros ··· Gravestones of Deacon William Paddy and Captain Roger Clap ··· Tomb of Major Thomas Savage ··· King's Chapel ··· Old Passageways discontinued.

Previous to the establishment, on the twenty-fourth of September, 1831, of the Mount Auburn Cemetery on the borders of Cambridge and Watertown, there had been eleven burial-places on the peninsula, — the Chapel Burying-Ground, the oldest in Boston; the several connected grounds on Copp's Hill; the Granary Burying-Ground on Tremont street; the Burying-Ground in the rear of Congress street, belonging to the Society of Friends; the Boylston street Burying-Ground; and the Washington street or South End Burying-Ground; and the cemeteries under the following named religious edi-

fices, King's Chapel, Christ Church, Trinity Church, St. Paul's Church and Park street Meeting-House. There have been, also, in South Boston, five cemeteries: the Hawes Burying Ground, the Lower Burying-Ground, now discontinued, and its former deposits removed; a private ground adjacent to the Hawes Ground, called the Union Burying-Ground; St. Augustine-Burying-Ground, for Roman Catholics, and the cemetery under St. Matthew's Church. In East Boston there have been two only, one for Protestants and the other for Israelites. Since the ordinance against interments in graves in Boston, no burials have been made on the peninsula except in tombs, and none in South Boston, except in the St. Augustine Burying-Ground on Dorchester street. Burials in graves are as yet allowed in East Boston. The cemetery under the Park street Meeting-House was discontinued in 1862, and the remains which had been deposited in its tombs were removed to a burial lot on Central Square in Mount Auburn Cemetery. The use of the tombs under St. Matthew's Church in South Boston has also been terminated. The number of interments in the city proper has become quite small, as a very large part of the burials now take place in the suburban cemeteries.

Soon after the settlement of Boston, our fathers bethought themselves about establishing a place of burial, and selected for that purpose the lot situated at the corner of Tremont and School streets, where the first burials in the town were made. The exact time when this cemetery was first set apart and devoted to its present use can never be accurately determined, although uncertain tradition connects its origin with the death of Mr. Isaac Johnson, which occurred several weeks before the actual

settlement of the town, notwithstanding an earlier resolution of the colonists had been taken to make the peninsula their chief town in the Massachusetts settlement. Mr. Johnson died in Charlestown on the thirtieth of September, 1630, and the place of his interment is nowhere mentioned by his cotemporaries. Mr. Samuel Sewall, the noted Chief Justice, who did not commence his diary until nearly fifty years after this event, writes, that Mr. Johnson was buried in Boston in his lot, and that others at their request were on their death buried near him, and hence the spot became the site of the old burial-ground. This tradition, which has been perpetuated by Governor Hutchinson in a note to his valuable history, may have arisen from the fact that, before Mr. Johnson came to America, he made a will, requesting to be buried in the church-yard in Boston in old England; and it is reasonable to suppose that in this expression the story had its origin. But, be this as it may, and it is pleasant to believe such a relation, it is certain that the first known burial in Boston took place some months later. The occurrence is thus mentioned by Governor Winthrop, under date of the eighteenth of February, 1630: — "Capt. Welden, a hopeful younge gent, & an experienced soldier, dyed at Charlestowne of a consumption, and was buryed at Boston wth a military funeral." The death of this young man occurred two days previous, on the sixteenth, and, we are told by Governor Dudley, in his instructive letter to the Countess of Lincoln, that he "was buryed as a souldier with three volleys of shott." Here, then, are two important writers, who record the death and burial of Captain Robert Welden; and no one records the burial of Mr. Johnson, who was the most important man of the colony, with the excep-

tion, perhaps, of John Winthrop, the Governor. As there is no evidence of any kind that Mr. Johnson had land in Boston, either by grant or purchase, and as his heirs made no conveyance of land on the peninsula, he could not have been buried in his own lot, though he may have been brought over to the place selected by his associates for future settlement, before the removal of the colonists from Charlestown. One other fact may have given some slight degree of credibility to the tradition of Mr. Johnson's interment in the old burying-place near the present King's Chapel, namely, that not long ago, when the old brick wall of the cemetery was standing, a gravestone, which was said to be that of Mr. Johnson, was to be seen at the southeast corner of the yard, partly imbedded in the wall. This was nothing but a thin slate stone, such as was used much later in the order of time — the older ones being of a porphyritic greenstone — and, besides being in the most modern part of the yard, would not have been the kind that would have been selected to mark the last earthly resting-place of the most valued man among the first settlers — "the idol of the people." Although it is unpleasant to throw doubt upon a tradition so harmless as the one alluded to, it would not be unreasonable to infer that Mr. Johnson, if not buried in Charlestown, was carried to Salem; for it would be much more in accordance with his kind and affectionate nature for him to have required his body to be deposited near his beloved wife, the Lady Arbella, — whose death had occurred only a month previous, while the colonists were at Salem, where she is said by good authority to have been buried, — than to be carried to a place as yet unsettled.

In form, the King's Chapel Burial-Ground, as the old burying-ground is now called, is almost square, and is situated very nearly in the centre of the peninsula. It is bounded on the west by Tremont street, which it fronts; by the buildings of the Massachusetts Historical Society on the north; and by the lot on which the City Hall stands, on the east; and it is separated from School street on the south by King's Chapel. Its principal entrance is from Tremont street, through an iron gateway; although in School street, at the southeasterly corner, near the City Hall lot, there is a gate which is chiefly used as an approach to the twenty-one vaults beneath the chapel. Exclusive of these there are, including the charnel house, about seventy-nine tombs within the yard, making about one hundred connected with the cemetery. Twenty-two of these border upon Tremont street, twenty-four on the easterly edge of the yard near the City Hall lot, and thirty-two with the charnel house in the middle of the ground. The tombs on the Tremont street side were built in the year 1738, at the same time the old brick wall was erected, which so many persons can remember; those on the easterly side being of a little earlier date (before 1715); while those in the area are the most ancient. The earliest fence of which we have any knowledge, which preceded the brick wall nearly a century, may have been the first that was erected to protect the spot. It had its origin in consequence of the following order, passed 1642: "It is ordered, that the constables shall, with all convenient speed, take care for fencing in the burying place." The old brick wall of 1738 remained standing until the year 1830, when it was removed, and a fine hammered granite stone wall erected in its place by Mr. Daniel Copeland,

Jr., in accordance with plans furnished by Isaiah Rogers, a well-known architect of that time. In 1854, the Quincy granite wall was removed, and the present neat iron fence put up in its stead by Smith, Lovett & Co., in both cases the expense being chiefly defrayed by money obtained by subscription.

The old fathers of the town were so prudent in their affairs that they undoubtedly received an income from the land other than that derived from the uses to which it was intended to be put; for, on the thirtieth of November, 1657, the ground was let to Capt. Savage for a period of twenty years, he promising to preserve the fence. This lease was terminated on the twentieth of August, 1660, by a vote, that the old burying-place should not be broken up without leave, and by another vote, passed on the fifth of November following, that it should be deserted for a convenient season, and the new places appointed for burying made use of.

This old yard teems with many interesting associations of the past. During the first thirty years of the town, it was the sole repository of the dead in Boston; for it was not until about the year 1660 that two new cemeteries, the North Burial-Ground on Copp's Hill, and the South, more generally known as the Granary Burial-Ground, on the westerly side of Tremont street, were laid out for use. To a stranger who visits this old habitation of the dead, beside the most frequented street in the city, the feelings of reverence are at once awakened; and the strange looking old stones with their quaint inscriptions idealize the past, as, winding along among these hallowed relics, one reads the brief history of a spent life in the simple name and age of the lone tenant beneath each of them, cut with the sculptor's chisel in

the cold, gray slate. To the old Bostonian, associations of a dearer character rush through the mind, as the history of times long past involuntarily comes up, while perusing the names of the well-known active townsmen of the days that have passed away forever. A walk through this silent habitation may not be wholly uninteresting. On passing the principal gateway of this sacred enclosure in Tremont street, the visitor is forcibly struck with the peculiar arrangement of the gravestones which first meet his eye. He notices rows of these memorials of the deceased lining all the avenues and bypaths of the ground, arranged as fences, — the curious freak of a noted superintendent of burials, who unwittingly removed these testimonials of love and respect from the spot where they had been placed in pious memory of deceased relatives and friends, — so that they now serve only as a record of the past, without giving the hallowed associations for which they were originally raised.

The memorials which present themselves to view are of various kinds. The most ancient are constructed of a very durable species of stone — porphyritic green stone, smoothed on one or two faces, and bear inscriptions in plain Roman capitals; although in the oldest, some of the letters are blended together as logotypes: and they are destitute of all sepulchral ornaments and devices whatever. The second in order of time were imported from England, and are of very substantial slate stone; they are enriched with sculptured borders, and decorated with death's heads, hour glasses and cherubim. The gravestones next in antiquity are of home origin, and are constructed of American slate or marble, having frequently rude

carvings. Not unfrequently will be found a more costly marble, from a foreign quarry, but shaped and lettered in this country. The tombs in the middle of the yard are designated by horizontal monumental slabs, supported either by columns or by solid rectangular constructions of brick or stone; while those on the sides of the enclosure generally have square tablets, resting immediately upon the soil which covers the tombs. Some of these slabs and tablets exhibit well-cut armorial devices. The oldest slabs are of sandstone, and consequently, from the effect of the pelting rain storms on their soft and perishable faces, their inscriptions have become somewhat illegible, if not altogether obliterated. The old native greenstone and the English slate stone have best performed their allotted tasks. One of the most prominent objects in this abode of the dead is a white marble monument, exactly in the centre of the yard, erected to the memory of a venerable and useful citizen, Hon. Thomas Dawes, better known as Col. Dawes, who was for many years identified with the mechanical interests of the town, and who, as the inscription relates, died Jan'y 2, 1809, æt. 78. Very near to this, a few steps to the northwest, is the tomb of the Boston branch of the pilgrim family of Winslow, designated by a horizontal tablet supported by mason work, and exhibiting on one side a shield with lozenges on a bend, the well-known heraldic arms of the ancient family, bearing the name; and in the vault beneath were deposited the remains of John Winslow, in 1674, and of Mary, his wife; the famous Mary Chilton, who in her girlish sport was the first woman to leap on shore at Cape Cod from the renowned May Flower, of ever-blessed memory, and who died in 1679. A short dis-

tanee further on is the tomb of Governor John Leverett, one of the best and most humble of the old colonial dignitaries, who, after performing well his part, died on the sixteenth of March, 1678–9, in the sixty-third year of his age; and perhaps there is reposing in the same vault the dust of his excellent father, the venerable elder of the First Church, who died on the third of April, 1650. The Leverett tablet contains a long inscription in the Latin language, which is too far obliterated to be thoroughly copied.

Not far from this last are situated, side by side, the tombs of the Winthrops and the Olivers. Within the first have laid the ashes of three very distinguished individuals, — father, son, and grandson, each in his turn well known in our historical annals as Governor John Winthrop, — John Winthrop, Sen., Governor of the Massachusetts Colony, who died on the twenty-sixth of March, 1649, aged sixty-one years; John Winthrop, Jr., Governor of Connecticut Colony, who died on the fifth of April, 1676, aged seventy years; and Fitz-John Winthrop, Governor of the United Colonies of Connecticut, who died on the twenty-seventh November, 1707, in his sixty-eighth year. These three individuals, although holding the office of Governor over three different jurisdictions at the respective times of their decease, died in Boston, and became tenants of the same tomb.

The tomb of Elder Thomas Oliver, of the First Church, subsequently became the property of the church that he had faithfully served as the Ruling Elder until his decease, which occurred on the first of June, 1658, he being about ninety years old. A large tablet standing near this tomb contains an inscription relating to

the decease of four of the early pastors of the church in the following words:

HERE LYES
INTOMBED THE BODYES
OF THE FAMOUS REVEREND
AND LEARNED PASTORS OF THE FIRST
CHURCH OF CHRIST IN BOSTON
VIZ:
MR. JOHN COTTON, AGED 67 YEARS,
DEC'D DECEMBER THE 23D, 1652;
MR. JOHN DAVENPORT, AGED 72 YEARS,
DEC'D MARCH THE 15TH, 1670;
MR JOHN OXENBRIDGE, AGED 66 YEARS,
DEC'D DECEMBER THE 28TH, 1674;
MR. THOMAS BRIDGE, AGED 58 YEARS,
DEC'D SEPTEMBER THE 26, 1715.

A little aside from this conspicuous memorial of the four humble pastors are the very modest and now obscure gravestones of Sarah, the widow of the beloved John Cotton and excellent Richard Mather, and of Elizabeth, the widow of John Davenport; the former of whom died on the twenty-seventh of May, 1676, aged seventy-five years, and the latter on the fifteenth of the next September, aged seventy-six years. So great was the veneration of those who had held office in the management of the church towards their pastors, that many of them were buried in this immediate neighborhood, as is made evident by their gravestones, some of which have happily escaped removal from their original locations.

Nearly in the northwest corner of the yard is a cluster of the most ancient tombs in Boston; the second oldest in the ground, as far as the inscription reads, is very near the middle of the northerly side, near the Historical Society's building. It is that of Jacob Sheafe,

an opulent merchant of his day, and bears the following inscription cut upon a horizontal tablet:

HERE LYETH INTERD THE
BODY OF IACOB SHEAFE OF
BOSTON WHO FOR SVME
TIME LIVED AT CRAMBROCK
IN KENT IN OVLD INGLAND
HEE DECEASED THE 22TH OF
MARCH 1658 AGED 58 YEARS.

The widow of Mr. Sheafe (Margaret, daughter of Henry Webb, a wealthy Boston merchant, who gave the estate in Washington street to Harvard College in 1660), not long after the decease of her husband married Rev. Thomas Thacher, the first pastor of the Old South Church; and at her decease on the twenty-third of February, 1693–4, at the age of sixty-eight years, was interred in the same vault, as undoubtedly her second husband was, who died on the fifteenth of October, 1678, aged fifty-eight years and five months.

Near the Sheafe tomb is a cluster of horizontal tablets, raised over sepulchral vaults of ancient date, among which is that of Thomas Brattle, probably the wealthiest New England merchant of his day, who died on the fifth of April, 1683, in the sixtieth year of his age, leaving, besides his other treasures, his son Thomas to be the principal founder of the church which bears his name, and to be the great friend as well as Treasurer of Harvard College; and also another son, William, the learned and pious minister of the First Church in Cambridge.

A little to the south of these last-mentioned tombs, and in the same cluster, are those of the Leverett and Bromfield families. In the first mentioned, bearing the

number 30, were buried the Governor and the members of his immediate family, the famous Secretary Isaac Addington, and many other persons of note; and in the last-named were buried Mr. Edward Bromfield and his deseendants, among whom were the Phillips's (of the family of Lt.-Governor William), and also some of the family of the late Daniel Dennison Rogers. Just east of these is the tomb of Dr. Benjamin Church — he who acted so queerly in the time of the war of the revolution — which became subsequently the property of the late Turner Phillips, over which, in the year 1857, a tall white marble monument was erected. In this vault were deposited in February 1688, the remains of Lady Anne Andross, wife of the notorious Sir Edmund, who set up a elaim to be Governor of New England, and very much abused the good people of the town about three years, until he was seized by Dr. Elisha Cooke and others, and subsequently sent home to England, to the great joy of the people.

In the northeast eorner of the burial-ground is a spacious vault, long used as a charnel house, but which in 1833 was repaired and fitted as a place of deposit for deceased children. Just at the south side of the entranee to this may be seen standing the gravestone which affection had more than two centuries ago placed over the remains of Deaeon William Paddy, one of the most useful of the townsmen of his day. He was one of the early settlers of the Plymouth Colony, being there as early as 1635, where he served the town and colony in various capacities until he removed to Boston. This relie of early times is of native greenstone, and is the oldest upright tablet in the yard. Like many others of the old gravestones, it was furtively removed from its

original position many years ago; and in 1830, while workmen were removing earth from the north side of the old building at the head of State street, known as the Old State House, it was found several feet below the surface of the street. Near the stone were found several small bones and pieces of wood, which the incredulous readily believed to be remnants of the skeleton and coffin of the deacon; but the bones did not prove on examination to be human relics. The stone very properly was restored to the Chapel Burial-Ground, where it is very evident that it belonged, as the gravestones of his last wife and several of his children are to be found in the same yard. Too many of the old stones have been removed from their proper places, and used for covering drains, paving the floors of tombs, and closing their mouths. The inscription on Deacon Paddy's gravestone is as follows:

HERE:LYETH
THE : BODY : OF : Mr
WILLIAM: PADDY : AGED
58 YEARS : DEPARTED
THIS:LIFE: AUGUST: THE [28]
1658

On the back of the slab are the following lines:

HEAR . SLEAPS . THAT
BLESED . ONE . WHOES . LIEF
GOD . HELP . VS . ALL . TO . LIVE
THAT . SO . WHEN . TIEM . SHALL . BE
THAT . WE . THIS . WORLD . MUST . LIUE
WE . EVER . MAY . BE . HAPPY
WITH BLESSED . WILLIAM . PADDY

Near the southeasterly part of the yard, although not where it should be, is placed the gravestone of Capt. Roger Clap, another of the old worthies, who was

for twenty-one years Captain of the Castle in Boston Harbor. It bears the following inscription:

HERE LYETH BURIED
YE BODY OF CAPT.
ROGER CLAP
AGED 82 YEARS
DECEASED YE 2 OF
FEBRUARY 1690-1.

Pursuing the walk around the edge of the burial-ground, and passing by the large number of gravestones placed in rows, like those which first met the eye on entrance, the visitor will notice a few more horizontal slabs, more sparsely scattered, on the east and south sides, almost the last of which, near the southwestern corner, is over the tomb of Major Thomas Savage, one of the noted men of the first years of the town, and a gallant commander in King Philip's war in the year 1675, and who died on the fifteenth of February, 1681–2, aged seventy-five years, if the inscription which differs slightly from other authorities (as gravestones are very wont to do) can be believed. The original building known as King's Chapel, which separated this burial-ground from School street, was erected of wood in 1688, and gave way for the present Stone Chapel in 1749, built of hammered granite from the Quincy quarry. In 1833 permission was given to the wardens of the chapel to enlarge their vestry and extend it over the burial-ground towards the east; and the wooden building erected at that time has been followed within a few years by one of granite. Previous to the erection of the present building belonging to the Massachusetts Historical Society, in 1832, a passageway extended from Tremont street to Court square on the northern boundary of the burial-ground;

and until the taking down of the old City Hall, in 1863, there was also a passageway leading from the City Hall yard to the same square, bounded partly by the easterly side of the ground. The discontinuance of these avenues has been beneficial to the cemetery.

CHAPTER XIII.

NORTH BURYING-GROUND.

Old North Burying-Ground, on Copp's Hill · · · Cousists of Several Cemeteries, having Distinctive Names · · · Its Extent and Boundaries · · · Old Ground, and its Purchase in 1660 and Bounds · · · Oldest Inscription · · · The Sewall Purchase in 1709 by Gee, and Addition by the Town in 1711 · · · Wishing Rock · · · Hull Street Cemetery Established in 1832, Discontinued in 1853, and its Tenants Removed in 1861 · · · New North Burying-Ground, 1810, and the First Burial in it · · · Tombs Built in it by Hon. Charles Wells and Edward Bell in 1814 · · · Charter Street Burial-Ground, Tombs Built by Mr. Wells in 1819 · · · Uncertainty of the Origin of Name of the Burying-Ground · · · William Copp, and his Son David · · · Number of Tombs · · · Trees first Planted in 1833 · · · Avenues and Paths · · · Disarrangement of Gravestones; Mutilation of Inscriptions · · · Sacrilegious Act of British Soldiers, during the Revolution · · · Armorial Devices of Distinguished Families · · · Monuments · · · Ancient Tombs · · · Dates of Building · · · Infants' Tomb · · · Tool House · · · Thomas Hutchinson and Others · · · Ingratitude to a Public Benefactor and Desecration of his Tomb · · · Mather Tomb · · · The Worthylakes · · · The Sister of Sarah Lucas · · · The Graves of the Darlings · · · Hannah Langford · · · Peter Gilman · · · Jerusha Caddall · · · The Silversmith's Wife · · · Captain Daniel Malcom and his Remarkable Grave · · · Mary Boutcher.

In point of age the old North Burying-Ground, upon Copp's Hill, comes next to the King's Chapel Burying-Ground in Tremont street, although it is about coeval with that now generally known as the Granary Burying-Ground, also bounded upon Tremont street, or rather upon Paddock's Mall, which intervenes to separate the burial-ground from the highway.

This ancient cemetery is by no means an unit, although it may appear so to the modern visitor. It is a congeries of several parcels of land purchased at vari-

ous times; and, strange to say, has to knowing ones distinct names for its different parts. As a whole, it is bounded on the southwest about three hundred and thirty feet by Hull street; on the northwest by Snowhill street about three hundred and twenty-four feet; on the northeast about three hundred and fourteen feet by Charter street; on the southeast about one hundred and twenty feet by private property; on the northeast, again, about one hundred and twenty-eight feet, also by private property; and lastly on the southeast, again, by private land about one hundred and twenty feet. The oldest portion, that which has been generally called the North Burying-Ground, is situated at the northeasterly part of the present enclosure, and is bounded two hundred and ninety-four feet on Charter street, and one hundred and fifty-four on Snowhill street; and was purchased of John Baker and Daniel Turell by deed dated the twentieth of February, 1659–60, which instrument was not recorded until seventy-six years afterwards, in the fifty-third volume of the records of conveyances. The southeasterly portion of this part was that chiefly used for burial of the towns-people, while that near Snowhill street served for the last resting-place of the slaves and freed persons. Undoubtedly it was first used for interments about November 1660, the time that the order was passed by the townsmen of Boston, that the Old Burying-Ground should be "wholly deserted for some convenient season, and the new places appointed for burying only made use of." No older inscription has been found than that which records the decease of Mary, the daughter of Arthur and Jane Kind, who died on the fifteenth of August, 1662, although the stone was not erected until several years later, as an inscription of

William, another child of the same parents, is on the top of the same stone, bearing as the date of death the fourteenth of February, 1666. There may, however, be older memorials in the yard, hidden, as this was, until a few years ago, at the bottom of one of the ancient vaults, as a portion of its floor. The only entrance to the enclosure was then from Charter street, for to the southwest of it was situated the pasture of Judge Samuel Sewall, which really belonged to his wife Hannah, as part of her inheritance from her father, the noted John Hull, the mint master when the New England shillings were coined, more than two centuries ago, — she who is said to have had for her marriage portion her weight in silver shilling pieces struck from the N. E. die. On the seventh of January, 1708–9, Judge Sewall and his wife Hannah conveyed to Joshua Gee, the father of the distinguished clergyman who was from 1723 to 1748 the colleague and successor of the famous Cotton Mather, a small portion of this pasture, "one rodd square, in which Mrs. Mary Thacher now lyeth buried," bounded by, and on the northeast adjoining to the burying-ground, "with no right of way except through the old burying place." This Mrs. Thacher was the wife of Judah Thacher, of Yarmouth, and died on the thirtieth of November, 1708, in the sixty-eighth year of her age, as her gravestone, now standing in the yard, distinctly indicates. On the ninth of May, 1711, the inhabitants of Boston determined to enlarge this graveyard, and consequently the Selectmen bought of Judge Sewall and wife a large part of the remainder of their pasture, measuring, according to the deed of conveyance, passed the seventeenth of December, 1711, one hundred and seventy feet on Snowhill street, one hundred and eighty

feet on Hull street, one hundred and forty feet southeasterly on private property, and two hundred and fifty feet upon the old burial-ground. These purchases comprise what is now styled the Old North Burying-Ground. The northwesterly side formerly communicated with Lynn street by a steep and very abrupt bank, which will be well remembered by the boys of fifty years ago, who used to claim that territory for their play-ground; and perhaps the memory of some may extend back to the time when the wishing rock stood conspicuously there in its popularity. The portion of Snowhill street, now leading from Hull to Charter streets, was scarcely more than a myth, until quite recently, being little more than a private passage-way between the two streets; in the year 1832, however, Mr. Jacob Hall and others purchased a portion of land bordering on the northwest side of the old ground, and by permission of the city authorities established a cemetery called the "Hull Street Cemetery," and erected rows of tombs, at the same time relinquishing their right to the above-named portion of Snowhill street, and making an arrangement with the city that the street should be a public walk or mall thirty-three feet in width. This cemetery was discontinued in 1853, and the remains removed to Mount Hope Cemetery in February 1861.

In 1810 the "New North Burying-Ground" was established, the land for the purpose having been purchased on the eighteenth of December, 1809, of Benjamin Weld. It was bounded on Hull street one hundred and twenty-six feet; on the old ground about one hundred and thirty-eight feet; and on its southerly side and fronting upon Hull street stood the old gun-house of the Columbian Artillery Company. Fifty-two tombs

were built around the sides of this new enclosure by Hon. Charles Wells, in 1814; and after the gun-house was removed, fifteen tombs were built on its site in the fall of 1827, by Edward Bell. This yard was arranged so that its area should be used for burials in graves, which were laid out in ranges, and several deposits were allowed to be made in the same grave. The first person interred in this small yard was John Richardson, on the sixth of July, 1810, who was drowned a few days before. The lot occupied by this burial-ground was formerly known as Merry's pasture, Jonathan Merry having long possessed it before he sold it to Mr. Weld, who conveyed it to the town. The old gun-house was moved, by vote of the town, to this lot in 1810, soon after the purchase of the estate; and was not removed to its last position until the necessity arose for the tombs afterwards built by Mr. Bell.

In 1819 Hon. Charles Wells was allowed to build tombs, thirty-four in number, in a small graveyard bounded twenty feet on Charter street, one hundred and twenty feet on the Old Burying-Ground, twenty-eight feet southwesterly on the New Burying-Ground, on Hull street, and southeasterly on private property. This very small yard was fenced in, and was usually styled the "Charter Street Burying Ground." But now it has become to all appearance part of the old cemetery, the division fence having been removed several years ago. It was purchased on the third of June, 1819, of John Bishop, of Medford, and had formerly belonged to Nathaniel Holmes.

How, and exactly when, the burial-ground took the name of "Copp's Hill Burying-Ground" is not known. Old Mr. William Copp, the cordwainer of the early days

of the town, indeed dwelt on the northwestern part of the extreme limits of the hill, well on towards Prince street; but he did not die until ten years after the establishment of the cemetery, and his son David, the Elder, an important man at the North End, lived until the twentieth of November, 1713, when he died at the good old age of seventy-eight years. Most of the maps made about the time of the American Revolution, and a few years later, have the name of Copp's Hill attached to the portion of the hill lying northwest of Snowhill street, on a part of which the honest old cobbler dwelt.

There are within the enclosure two hundred and twenty-six tombs, two of which belonged to the city, one being fitted and prepared for children in June 1833. On the twenty-seventh of May, 1833, fifty dollars were appropriated by the city authorities towards purchasing trees for ornamenting the grounds; and from this date the whole appearance of the hill began to change, and the place soon resumed its ancient popularity. Almost all of these trees have been removed, and others of a more appropriate character have taken their places, which gives to the hill a very agreeable shade on sultry days. Near the Ellis monument is a weeping willow raised from a slip taken in 1840 from the tree which grew over the grave of Napoleon at St. Helena.

None of the burial-grounds in Boston possess more interest than does this old cemetery at the North End. During the most of the year its gates are flung open, and its walks are frequented by visitors, not only from among the neighboring residents, but also by persons from all parts of the city. Within a few years many avenues and by-paths have been laid out, gravestones having been removed for this purpose, affording oppor-

tunities for pleasant promenades, which are by no means neglected. The effects of the same busy hands, which so ridiculously arranged, or rather disarranged, the gravestones, in the Chapel Burying-Ground, are also visible on Copp's Hill; and perhaps the same mischievous hand which altered the date on the gravestone of Mr. John Thwing in the former burial enclosure, so as to have it appear that he died on the sixth of September, 1620, three months before the pilgrims landed at Plymouth, instead of 1690, may also have perpetrated the same folly upon the memorial stone erected to the memory of Goodwife Grace Berry, who died on the seventeenth of May, 1695, and not in 1625, more than five years before the settlement of Boston, as the rude jack-knife sculptor would make the unwary believe. Several other inscriptions have been similarly mutilated. This sacrilegious act is not peculiar to the Boston graveyards; in the venerable old cemetery upon Burying Hill in Plymouth, where so many of the forefathers of New England are reposing from their labors, and in the old graveyard in the City of Charlestown, similar ruthless hands have also been mischievously busy. During the siege of Boston, in the early days of the Revolutionary War, the British soldiers amused themselves by firing bullets against the gravestones, many proofs of which can be seen at the present day, on careful inspection of the memorials of noted persons in this and other burial enclosures.

The visitor to Copp's Hill can almost always find the gates on Charter and Hull streets open, and an attentive and respectable person present to point out the objects of interest in the yard. He will notice there many monumental slabs having armorial devices cut upon them in

the most exquisite style. Among the most remarkable of these may be mentioned that of Dr. John Clark, one of the noted family which gave seven generations of physicians in a direct line, bearing the same name, and that of Hon. William Clarke, both remarkable as works of art. The carved tablets over the tombs of the distinguished families of Hutchinson, Mountfort, Gee, Lee, Martyn and others are well executed, and attract the attention very forcibly.

Copp's Hill is not famous for its monuments, there being only a few erected within the enclosure. Of these, the principal ones are that erected to the memory of Dr. Charles Jarvis, a noted politician, who died on the fifteenth November, 1807, aged fifty-nine years, and those over the tombs of the well-known families of Ellis, Goodrich, Greenwood, Grant, Shaw, and a few others.

The most ancient of the tombs were built on the Hull street side not long after the purchase of the Sewall Pasture in 1711; those on Snowhill street in 1805, and those on the Charter street side in 1807. An infants' tomb has been built by the city authorities near the westerly corner of the yard, and near it is the mariners' tomb, a spacious vault diverted to its present purpose not many years ago.

Near the centre of the enclosure is a conspicuous building, erected a few years since as a chapel, but now used as a tool house. Just east of this, and running parallel to Charter street is the principal path on the hill. This indicates very well the line which separates the original purchase of 1660 from the more modern purchase of 1711. It may be a matter of interest to some to know that the town was desirous of enlarging this burial-ground some time before it was effected, and

chose a committee for the purpose; but nothing being done, the committee was discharged and another, consisting of Timothy Thornton, Hon. Thomas Hutchinson, and Edward Martyn, was appointed, and the duty was speedily performed. About this time the Hutchinson tomb was built, wherein were gathered the father and grandfather of Governor Hutchinson, two of the most public-spirited inhabitants of the town, to the former of whom, Hon. Thomas Hutchinson, the North End is indebted for its first school-house, for he first proposed the idea, then managed the business in town meetings, and finally paid for the building from his own funds. How ungrateful are republics! the house now erected on the same lot is called the Eliot School, in honor of an excellent former pastor of the New North Church, though Mr. Hutchinson died on the third of December, 1739, a very long time before his unhappy son, the faithful historian of Massachusetts, became a tory governor, and fled his country to avoid the wrath to come. This tomb had upon it a slab which contained a most exquisitely chiselled coat of arms of the family; but the stranger looks for it almost in vain, for no one would suppose that any one would cut out the Hutchinson name, and insert another, that of one who could scatter the dust of the honored dead to the four winds of heaven, and occupy the confiscated relic as a last place of repose, if the dead can rest with such a wrong unrighted.

In the southeast corner of the enclosure, within an iron fence, may be seen the tomb of the Mathers — Increase, Cotton and Samuel — three distinguished doctors of theology, and preachers to the Northenders of the olden time. The inscription on the horizontal slab is as follows:

The Reverend Doctors
INCREASE, COTTON,
& SAMUEL MATHER
were interred in this vault.
'Tis the Tomb of our Fathers,
MATHER CROCKER'S.
I. died AUGt. 27th, 1723, Æ 84.
C. died FEB. 13th, 1727, Æ 65.
S. died JUNE 27th, 1785, Æ 79.

In the centre of the burial-ground, a few feet south of the tool-house, may also be seen the large triple gravestone of the three Worthylakes, George in his forty-fifth year, his wife Ann in her fortieth, and their daughter Ruth. Mr. Worthylake was the first keeper of the Boston Lighthouse, known as the Outer Light. Coming up to town on Monday, the third of November, 1718, the three were drowned, the sad event giving an opportunity to the youthful Franklin to write a ballad, which he designated as the "Lighthouse Tragedy," and which he printed and sold about the streets, his earliest poetic effusion. Not a word of this ballad is remembered; but it was undoubtedly in a different strain from that which may be seen on the gravestone of Mrs. Hunt:

Here lyes Ye Body of
Mrs. Ammey Hunt Wife of
Mr. Benjamin Hunt
Who died *Nov.* 26, 1769.
Aged 40 Years.
A Sister of Sarah Lucus lieth here,
Whom I did Love most Dear,
And now her Soul hath took its Flight
And bid her Spightful Foes good Night.

Nobody now knows the point of these lines, but many persons ask for the reason of spelling the word "spightful" so strongly. The putative author, Mrs.

Sarah Lucas, wife of Captain Roger, survived her sister two and a half years, and was buried near her, but without any rhymes. Another affectionate inscription is worth preserving in print. It tells its own story:

In memory of
BETSEY,
Wife of David Darling,
died March 23d, 1809, Æ. 43.
She was the Mother of 17 *Children. and around*
her lies 12 *of them, and* 2 *were lost at Sea.*
Brother Sextons
please to leave a clear birth for me
near by this Stone.

Mr. Darling was sexton of the North Church and dwelt in Salem street; he died on the tenth of September, 1820, and his wishes were disregarded, as he was buried in a tomb in the same yard, and no one raised a memorial to his memory.

The following pathetic lines are appended to an inscription which tells the passer by that Miss Hannah Langford died on the nineteenth of November, 1796, aged fifteen years and six months:

Nor youth, nor innocence could save
Hannah from the insatiate grave;
But cease our tears, no longer weep;
The little maid doth only sleep.
Anon she'll wake and rise again,
And in her Saviour's arms remain.

Mr. Peter Gilman, who died within the present century, allows us to read the following brief lecture:

Stop, my friends, and in a mirror see
What you, though e'er so healthy, soon must be,
Beauty, with all her rosebuds, paints each face;
Approaching death will strip you of each grace.

Poor Robert Caddall, who lost his wife Jerusha on the fourteenth of November, 1771, in her thirtieth year, thus laments and consoles himself.

O cruel Death, that would not to us spare
A loving wife, a kind companion dear;
Great grief it is to friends that's left behind,
But she, we hope, eternal joys did find.

The following inscription, of much more happy conception, is on the gravestone of the wife of a well-known Boston silversmith:

Death with his dart hath pierced my heart,
While I was in my prime;
When this you see, grieve not for me,
'Twas God's appointed time.

The gravestone which attracts the greatest attention of visitors is that of Captain Daniel Malcom, a merchant, who made himself quite noted for his opposition to the unjust and oppressive revenue acts of the English government. In February 1768, he had a schooner arrive in the harbor laden with a valuable cargo of wines, which he was determined should escape the unpopular duties. Consequently, the vessel was detained and anchored about five miles from the town, among the islands in the harbor, and the wine, contained in about sixty casks, was brought up under the cover of night, guarded by parties of men armed with clubs, and deposited in various parts of the town. A meeting of the merchants and traders was subsequently held, at which the captain presided, and it was determined by them not to import any English commodities, except such as should be required for the fisheries, for eighteen

months. This incensed the officers and menials of the government very much; but it was persisted in, and hence the remarkable inscription which was placed a little over a year afterwards upon the large memorial stone erected over his grave. This stone particularly attracted the attention of the British soldiery, and the marks of their bullets are very perceptible on its face. The inscription is as follows:

Here lies buried in a
Stone Grave 10 feet deep
Capt DANIEL MALCOM Mercht
Who departed this Life
October 23d 1769
Aged 44 Years.
a true son of Liberty
a Friend to the Publick an
Enemy to oppression and
one of the foremost in
opposing the Revenue Acts
on America.

When the grave was repaired a short time ago, the stone grave turned out to be built of brick. Its mouth was [illegible] closed, probably forever. Perhaps if [illegible] had written the epitaph, he would [illegible] like what he did on the death of his daughter Mary, in 1767:

Some hearty friend may drop a tear,
On these dry bones and say,
These limbs were active once like thine,
But thine must be as they.

CHAPTER XIV.

GRANARY BURYING-GROUND.

Granary Burying-Ground, formerly the South Burying-Ground, and sometimes the Common (or Middle) Burying-Ground ··· Burial Districts ··· Boundaries of the Granary Burying-Ground ··· Established in 1660 ··· Enlarged on the South and East ··· Date of the Tombs ··· Hancock Tomb ··· Surrounding Streets ··· Unfortunate Selection of the Lot ··· Governor Bellingham, and his Tomb and Young Wife ··· Drains ··· Great Number of Burials ··· Trees and Paths ··· Franklin Obelisk ··· Franklin's Parents, and Uncle Benjamin ··· Oldest Gravestone ··· Heraldic Devices, and Monuments ··· Elisha Brown's Gravestone ··· Grave of Benjamin Woodbridge ··· French Protestants, and their First Minister, Peter Daillé ··· Noted Burials ··· Victims to the Boston Massacre ··· Joseph Warren ··· The Oldest Tombstone ··· Verses on the Tomb of Mrs. Hannah Allen.

The Granary Burying-Ground, situated west of Tremont street, is the third place of burial that was established in Boston, and bears date as early as the year 1660. It owes its origin to the scanty provision that had originally been made in selecting the site of the first cemetery, King's Chapel Burying-Ground, and because the population of the peninsula had begun to increase quite sensibly at what was then known as the southerly part of the town. In its earlier years, this graveyard was known as the South Burying-Ground, a name which it retained until about the year 1737, when it began to be called the Granary Burying-Ground, because the old Granary building, which had before that time stood near the head of Park street, had been

removed that year to the present site of Park street meeting-house. From that date, the cemetery bore both names, and at a later period, after the establishment of that upon Boylston street, it was sometimes called the Common Burying-Ground, and sometimes the Middle Burying-Ground, because it was situated in what was designated the Middle Burial District, Copp's Hill yard forming the North, and the Boylston Street (or Common) Burying-Ground the South. In May 1830, when the trees were set out, which so much improve its present appearance, an attempt was made to give this old yard the name "Franklin Cemetery." But the project failed, and the Burying-Ground was allowed to commemorate one of the active benevolences of our philanthropic predecessors, the Granary

The Granary Burying-Ground was originally part of the Common, which extended north as far as Beacon street, embracing the whole square now bounded by Tremont, Beacon, and Park streets. About the year 1660, the graveyard was established; and in 1662 the portion of land southwest of it was taken for the public buildings that were subsequently erected there, and which were known as the Bridewell, Almshouse, House of Correction and Granary; and the land at the north and northwest of it was early granted for household accommodations. The burying-ground is now bounded about three hundred and twenty-seven feet southeasterly on Tremont street; about two hundred and ninety-seven feet southwesterly on the rear of the houses fronting on Park street; about two hundred and ten feet northwesterly on the Athenæum and the estates fronting on Beacon street; and about two hundred and sixty-two feet on its northeastern side. The small garden

belonging to the Tremont House makes a boundary at its northeast corner of thirty-seven feet on the easterly side and twenty feet on the northerly side, near Tremont street.

Originally the graves were only made at the westerly and northerly part of the yard, and the approaches to the enclosure, after the fence was erected, were by two gates, one at the extreme southerly corner near the meeting-house, and the other about 40 feet south of the Tremont House garden. The oldest tombs were built near the back part of the yard, and with the contiguous graves occupy about one-quarter of the burial-ground.

On the fifteenth of May, 1717, a vote was passed by the townsmen "to enlarge the South Burying Ground by taking in part of the highway on the easterly side thereof, so as that thereby ye said Highway be not thereby too much straitened," leaving the details of the matter to the discretion of the Selectmen; and on the nineteenth of April, 1719, it was "ordered, that the South Burying Place should be enlarged next the Common or Training Field." This last vote was carried out in 1720, and fifteen tombs were built, which the next year were assigned to Jonathan Belcher, Thomas Cushing, James Bowdoin, George Bethune, Adino Bulfinch, Joshua Henshaw and others. These were near the extreme southwest corner of the yard, and extended in a line on the south side. In 1722 six tombs were built on the same line, extending easterly; the first of which (numbered 16), became the property of Hon. Thomas Hancock, and is the place of deposit of the remains of his distinguished nephew, John, the first governor of the Commonwealth under the Constitution, and the writer of the remarkable autograph first penned upon

the Declaration of Independence. No monument has been erected to the memory of these worthies, a white marble slab with the simple inscription, "No. 16. TOMB OF HANCOCK," only indicating the family tomb, although a small stone in the yard informs us that "Frank, servant to John Hancock, Esq., lies interred here, who died 23d Jan'y, 1771, ætatis 8." Hon. Thomas Hancock, the uncle, died on the first of August, 1764, aged sixty-two years, and John, the nephew and governor, died on the eighth of October, 1793, aged fifty-six years. The other tombs on the southerly side, fifteen in number, were built during the years 1723, 1724 and 1725; the first thirty on the easterly side, in the years 1726, 1727 and 1728, and the northerly thirteen in 1736; of those on the northerly side, the first five in 1738, and the remaining twenty-six in 1810; and twenty-six on the westerly side, during the same and next three years. There are sixty other tombs within the yard, which do not border upon either of its sides, one of which, belonging to the city, has been appropriated for children.

The Highway, as it was anciently called (although a century ago it bore the name of Long Acre, and more recently has at times been known as Common street and Tremount street, and has finally taken the name of Tremont street), was always open ground to our fathers. The portion of Beacon street at the north of the Tremont House was laid out by an order of the townsmen passed the thirtieth of March, 1640; and the street now known as Park street, but formerly as Centry (or Sentry) street and sometimes misspelled Century street, is of comparatively modern origin, not being delineated on any of the maps more than eighty years old, and first appearing on Norman's Map, printed in 1789.

In one respect the selection of the site for this cemetery was particularly unfortunate. The soil was springy and exceedingly damp, and therefore required drainage. It is said that when Judge Sullivan, at the close of the last century, repaired the Bellingham tomb, near the westerly wall, he found the coffin and remains of the old Governor — who died on the seventh of December, 1672, in the eighty-first year of his age — floating around in the ancient vault. One hundred and ten years form a long period for such a kind of navigation; but when we remember that the Governor outlived all the other original Patentees under the First, or Colonial Charter, and was almost an exception to all rules in his day and generation, some credit may be given to the story. Mr. Bellingham was a queer man, as the following incident in his life will exemplify. The record comes from Governor Winthrop's Journal, and was written when Bellingham was Governor, and the writer senior member of the Board of Assistants. Nov. 9, 1641. "The Governour, Mr. Bellingham, was married, (I would not mention such ordinary matters in our history, but by occasion of some remarkable accidents.) The young gentlewoman was ready to be contracted to a friend of his, who lodged in his house, and by his consent had proceeded so far with her, when on the sudden the Governour treated with her, and obtained her for himself. He excused it by strength of his affection, and that she was not absolutely promised to the other gentleman. Two errors more he committed upon it. 1. That he would not have his contract published where he dwelt, contrary to an order of Court. 2. That he married himself contrary to the common practice of the country. The great inquest presented him for breach of the order of Court

and at the Court following, in the 4th month, the Secretary called him to answer the prosecution. But he not going off the bench, as the manner was, and but few of the magistrates present, he put it off to another time, intending to speak with him privately, and with the rest of the magistrates about the case, and accordingly he told him the reason why he did not proceed, viz., being unwilling to command him publicly to go off the bench, and yet not thinking it fit he should sit as a judge, when he was by law to answer as an offender. This he took ill, and said he would not go off the bench, except he were commanded." And so the matter was dropped. The young lady was Penelope, sister of Herbert Pelham, one of the most influential of the early settlers of the Massachusetts colony. She was twenty-two years old, and the Governor fifty, when they were married; and she survived him about thirty years, and died on the twenty-eighth of May, 1702, aged eighty-three years.

On the removal of the Granary Building to its new position, in 1737, the drain which had formerly been discharged upon the Common was stopped, and the tombs thereby filled with water; and a new drain was laid communicating with the common sewer, which emptied itself at the dock near the head of Bull's Wharf; and consequently the tombs were in a degree relieved from the excessive accumulation of water. In the summer of 1868, when workmen were engaged digging for the foundation for the Brewer fountain, remains of the old drain were discovered and laid open to view. Water was first played from this beautiful fountain on the third of June, 1868.

In 1740, "a petition of John Chambers and others, gravediggers, presented to the selectmen, representing

that the old and South Burying Places are so filled with Dead Bodies, they are obliged oft times to bury them four deep, praying it may be laid before the Town, for their consideration," was referred to the selectmen, and resulted in 1756 in the establishment of the burial-ground on Boylston street.

The trees in the grounds were set out in the spring of 1830, chiefly obtained by subscription; and the iron fence on Tremont street in 1840, the cost being about $5,000, half of the expense of which was defrayed by the city. The paths have mostly been laid out since the last date; and an addition is made from time to time to the trees and shrubs which shade and ornament them. Every Sunday afternoon, a few hours before sunset, the gate is opened and the public are admitted to the enclosure.

The old trees of Paddock's Mall, with their thickly set leaves, produce a most grateful shade in front of this old grave-yard; and, while they protect from the burning summer's sun the passenger, who stops awhile to survey the quaint old gravestones and the more pretentious sculptured tablets that designate the proprietors of the tombs, add much to the picturesque appearance of the spot.

This old burying-ground is rich with memories of the past; and has connected with it historical reminiscences inferior in point of interest to that of no other cemetery in Massachusetts. Within the walls of this enclosure lie many of the most notable of the worthies of Boston. No yard here has given rest to the mortal remains of more distinguished persons than this. One cannot pass around its modern walks — laid out with the same disregard to ancient memorials as are those of the other burial-grounds on the peninsula — without

noticing the names of persons noted for the well-remembered parts they have taken in the affairs of the town, commonwealth and country. The mention of a few of these memorials may awaken recollections of the past, and point out to some future pilgrim objects which in a few short years may be forgotten.

On entering the cemetery by the main gate which fronts Bromfield street, the visitor first notices a neat granite obelisk, standing nearly in the centre of the yard. This is the monument raised over the tomb in which repose the parents and other relatives of Franklin. It was erected in 1827 by a few citizens of Boston, to render more conspicuous a much revered spot. The cornerstone of the structure was laid by Hon. Charles Wells, with an appropriate address and becoming ceremonies, on the fifteenth of June, in the presence of the Governor of the Commonwealth and the officers and members of the Massachusetts Charitable Mechanic Association. The obelisk is constructed of five massive ashlers of Quincy granite, taken from the Bunker Hill Monument quarry; and is twenty-one feet in height, and stands upon a rectangular base two feet high, and measuring seven feet on each of its four sides. On the easterly side of the monument the name of Franklin is cut in bold relief in large letters, and a short space beneath this is a bronze tablet, about thirty-two inches long and sixteen wide, set into the stone, and containing, in the following words, the original inscription, composed by Franklin, with an additional paragraph by the liberal citizens who, out of profound regard and veneration for the memory of the illustrious son, and desirous of reminding succeeding generations that he was of Boston birth and origin, erected the obelisk in its present excellent and

permanent form, and laid beneath it the original tablet which had been placed there in filial duty:

"JOSIAH FRANKLIN AND ABIAH HIS WIFE
LIE HERE INTERRED.
THEY LIVED LOVINGLY TOGETHER IN WEDLOCK FIFTY-FIVE YEARS, AND WITHOUT AN ESTATE, OR ANY GAINFUL EMPLOYMENT, BY CONSTANT LABOR AND HONEST INDUSTRY, MAINTAINED A LARGE FAMILY COMFORTABLY, AND BROUGHT UP THIRTEEN CHILDREN AND SEVEN GRANDCHILDREN RESPECTABLY. FROM THIS INSTANCE, READER, BE ENCOURAGED TO DILIGENCE IN THY CALLING, AND DISTRUST NOT PROVIDENCE.
HE WAS A PIOUS AND PRUDENT MAN;
SHE A DISCREET AND VIRTUOUS WOMAN.
THEIR YOUNGEST SON,
IN FILIAL REGARD TO THEIR MEMORY,
PLACES THIS STONE.
J. F. BORN 1655—DIED 1744,—Æ. 89.
A. F. —— 1667— —— 1752,—Æ. 85.

THE ORIGINAL INSCRIPTION
HAVING BEEN NEARLY OBLITERATED,
A NUMBER OF CITIZENS
ERECTED
THIS MONUMENT AS A MARK OF RESPECT
FOR THE
ILLUSTRIOUS AUTHOR,
MDCCCXXVII."

Josiah, the father of Dr. Franklin, was born at Ecton, Northamptonshire, England, on the twenty-third of December, 1657, and died in Boston on the sixteenth of January, 1744–45, aged eighty-seven years; so we find that even the epitaph of the philosopher's father sustains the old proverb, that gravestones will lie. The following excellent tribute to the old man's memory appeared in the Boston News-Letter on the morning after his death:

"Boston, Jany. 17, 1744–5. Last night died Mr. Josiah Franklin, tallow-chandler and soapmaker: By the force of a steady Temperanee he had made a eonstitution, none of the strongest, last with comfort to the age of Eighty-seven years; and by an entire Dependence on his Redeemer, and a eonstant course of the strictest Piety and virtue, he was enabled to die, as he lived, with eheerfulness, leaving a numerous posterity the honor of being deseended from a person, who thro' a long life supported the eharacter of an honest man."

Not far from the Franklin tomb is the gravestone of Franklin's uncle Benjamin, a silk-dyer by trade, but a poet by genius. He came to this country when the future philosopher was only nine years old, and dwelt with Josiah four years, that he might be constantly with his much loved nephew, in whose edueation he took an especial interest. The inseription is as follows:

HERE LYES YE BODY
OF MR. BENJAMEN
FRANKLIN AGED 76
YEARS DECD MARCH
YE 17 1727.

A short distance west of these memorials now stands the gravestone that bears the following inseription, the oldest in the yard:

HERE LIES YE BODY OF
JOHN WAKEFIELD
AGED 52 YEARS
DECD JUNE YE 18
1667.

It follows, of course, that either the burials must have been very infrequent, or else the graves were not marked with stones; for the burial-ground was laid out

certainly seven years previous to the date of Mr. Wakefield's decease.

Heraldic devices, most excellently cut in English slatestone are very numerous in the Granary Burying-Ground; but monuments, if the horizontal tombstones are excepted, are very rare. These were erected to the memory of Governor Increase Sumner, Lieutenant-Governor Thomas Cushing, and a few others. Some of the tablets have elaborate inscriptions, written in good taste, commemorating the excellent qualities possessed by the deceased; but the poetic effusions are not so numerous as can be found in the Burying-Ground upon Copp's Hill.

The central situation of this cemetery, and its prominent position, facing upon one of the most travelled streets of the city, the great thoroughfare that connects the capitol of the State with the neighboring Northwestern and Southern counties, would indicate it as an eminently proper site for sepulcral monuments of Boston's distinguished dead, so many of whom lie beneath the sods of this sacred enclosure.

One of the most remarkable inscriptions can be read on the tablet standing over the grave of Mr. Elisha Brown, who died in August 1785, at the age of sixty-five years. This person was an inhabitant of the southerly part of Boston, and became quite noted in consequence of coming into collision with the British troops in 1769, when they held possession of the town. It appears that his house, a very commodious mansion, was selected as being well adapted for the purpose of barracks, and accordingly he was ordered to vacate the premises for the use of soldiers. Whereupon he refused to comply, and the house was surrounded by the troops,

and kept in a state of siege. For seventeen days Mr. Brown kept possession of his house, having barred the windows and doors, being sustained by the family stores and what he could obtain from his friends from without. By this method he completely thwarted the designs of the enemy. The inscription is as follows:

ELISHA BROWN
of BOSTON.
who in Octr 1769, during 17 days
inspired with
a generous Zeal for the LAWS
bravely and successfully
opposed a whole British Regt
in their violent attempt
to FORCE him from his
legal Habitation.
Happy Citizen when call'd singley
to be a Barrier to the Liberties
of a Continent.

Another stone, which may be seen from the sidewalk outside of the yard, recalls a sad story. This stone was the last humble memorial which a disappointed and heartstricken family had placed over the remains of one who in an unlucky and unguarded moment had been untimely hurried from this life by the rash and melancholy act of a companion; and which, as all such acts are sure to do, caused immeasurable grief and pain to worthy relatives, and remorse and bitter repining to the repentant and short-lived author of the calamity. It stands, as when first erected, over the grave of poor Woodbridge, whose tragical end has found an able remembrancer in the person of the Sexton of the Old School.

There are but few who pass by this unostentatious slab of unpretending slate who know the brief history

of Benjamin Woodbridge. All, however, may read the following inscription:

HERE LIES INTERRED
THE BODY OF MR.
BENJAMIN WOODBRIDGE,
SON OF THE HONORABLE
DUDLEY WOODBRIDGE ESQ'R
WHO DEC'D JULY YE 3D,
1728, IN YE 20 TH
YEAR OF HIS AGE.

The story of young Woodbridge is soon told; for before he had completed his twentieth year he fell a victim of a duel, the first fought in Boston. The parties to this sad transaction were himself, a young merchant of great promise, who had just completed his education, having been sent to Boston from a distant abode for the purpose, and who had recently been admitted to business as a partner with Mr. Jonathan Sewall, one of the most active merchants of the place; and his antagonist, Mr. Henry Phillips, then a young graduate of the College at Cambridge, who had lately been associated with his brother Gillam, who had recently succeeded his father, Samuel Phillips, in the business of bookselling. Phillips was also young; yet he was about four years older than Woodbridge; for at the time of the melancholy affair he had but just completed his twenty-third year. The social position of both was eminently respectable; for each was related to the best families in the Province, both by descent and by family alliances. It is not generally known, even by those who are familiar with the general facts, that Woodbridge was son of a gentleman of some distinction in Barbadoes, one of the magistrates there, who had formerly been settled in the ministry as pastor of the church in Groton, Connecticut.

The cause of the difficulty between the young gentlemen was a dispute at a card-table. The place of meeting was on the rising ground of the Common, not far from the Great Elm, near where in the olden times a powder house stood, but where until quite recently on gala occasions floated the flag of our Union. The weapons on the occasion were small swords. The combat was in the evening, and the parties were unattended. Woodbridge fell mortally wounded by a thrust through the body, and died on the spot before the next morning. Phillips was slightly wounded, and, at midnight, by the aid of his brother Gillam, and Peter Faneuil, of famous memory, made his escape, and being received on board the Sheerness, a British man-of-war then lying in the harbor, was on his way to France before the sun of the next morning had fully discovered to interested friends the miserable result of the unfortunate meeting. Within a twelvemonth young Phillips died at Rochelle, in France, of grief and a broken heart. What a lesson does that silent gravestone perpetually teach!

In a portion of the Granary Burying-Ground, southwest of the Franklin Obelisk, is the burial spot selected by most of the French Protestants who sought protection in Boston after the revocation of the edict of Nantes. Many of the gravestones of these worthy people can be now seen standing in their places. For a long time the grave of Pierre Daillé, the beloved minister of their church established here, had been an object of search by those who held the name and memory of this excellent man in high respect. In May 1860, after much exploration, the humble foot-stone, which in part served to denote the last resting-place of this estimable pastor, was accidentally discovered in the Granary Burial-

Ground, where for many years it had been entirely hidden from view, being covered by the soil and sods of that sacred enclosure. It has been restored to public view, and placed scarcely two rods from the entrance gate to the cemetery, at one of the corners formed by one of the numerous by-paths and the main avenue of the yard. The headstone could not be found in the yard; but another accident a few weeks later disclosed the hiding-place of the much sought for memorial, which the friends of the deceased had placed at his grave to designate the exact spot of his interment. While laborers were employed in excavating a cellar on an old estate in Pleasant street, they suddenly struck upon the stone, which for some unknown reason had been removed years ago to that remote place. The inscription, cut in the slatestone slab, is as follows:

HERE LYES YE BODY OF YE
REVEREND MR PETER
DAILLE MINISTER OF YE
FRENCH CHURCH IN
BOSTON DIED THE
21 ST OF MAY 1715
IN THE 67 YEAR
OF HIS AGE.

It will be seen by the following extract taken from the Boston News-Letter that the date of decease given on the stone differs from that generally quoted by biographers:

"Boston, May 23, 1715. On Friday morning last, the 20th current, Dyed here the Reverend Mr. *Peter Daille*, Pastor of the French Congregation, aged about 66 years. He was a Person of great Piety, Charity, affable and courteous Behaviour, and of an exemplary

Life and Conversation, much Lamented, especially by his Flock; and was Decently Interr'd on the Lord's Day Evening, the 22d Instant."

Monsieur Daillé, while a resident of Boston, had buried two wives, — Esther-Latoniee, who died on the fourteenth of December, 1696, and Seike, who died on the thirty-first of August, 1713. He left a widow named Martha. In his will he directed his executor (the father of Governor Bowdoin) to see that his body was "decently interred," and, in his own words, "with this restriction, that there be no wine at my funeral, and none of my wife's relations have any mourning clothes furnished them except gloves." All the clergy of the town, however, were presented with gloves and scarfs. The stone has been placed in the Granary yard, near its foot-stone.

Among the noted persons buried in this enclosure, it may not be improper nor invidious to mention Richard Bellingham, a Colonial Governor; William Dummer, an acting Provincial Governor; and Governors Hancock, Bowdoin, Adams, Sumner, Sullivan, Gore and Eustis, who held office after the adoption of the Constitution; Robert Treat Paine, signer of the Declaration of Independence; John Hull, the famous mint master of 1652; Judge Samuel Sewall, of noted memory; and in a brick grave near the Tremont House, Edward Rawson, Secretary of the Colony; Josiah Willard, Secretary of the Province; Peter Faneuil, of blessed memory; Hon. John Phillips, the first mayor of the city; Rev. Thomas Prince, the annalist; Rev. Doctors Belknap, Lathrop, Eckley, Stillman and Baldwin; and Paul Revere, the famous mechanic, and a long list of other notables sleep within this sacred and hallowed graveyard. Nor should it be forgotten, that under the larch tree, about sixty feet

from the north wall, and about twenty feet from the front fence, quietly moulder the ashes of the victims of the Boston Massacre of the ever memorable fifth of March, 1770; and in the Minot tomb, near Park street Meeting-House, were first deposited the remains of Gen. Joseph Warren, after they were reclaimed from their first grave in Charlestown.

The oldest inscription on a horizontal slab is that recording the death of Mrs. Hannah Allen, wife to Rev. James Allen, Pastor of the First Church. She died on twenty-sixth of February, 1667–8, aged twenty-one years. The poetry upon her tombstone, being undoubtedly the first placed within the burial-ground, may not improperly be used to close the present chapter: —

"Stay! thou this tomb that passeth by,
And think how soon that thou may'st die:
If sex, or age, or virtue bright
Would have prolong'd to these, it might,
Though virtue made not death to stay:
Yet turn'd it was to be their way.
And if with them thou wouldst be blest,
Prepare to dye before thou rest."

CHAPTER XV.

QUAKER BURYING-GROUND.

First Advent of the Quakers 1656, and their Harsh Treatment ··· First Quaker Meeting-House in Boston, built 1694, sold 1709 ··· Grave of John Soames ··· Quaker Meeting-House in Congress street, built in 1709 by William Mumford ··· Situation and Dimensions of the Lot ··· House and its Size ··· House Burned in 1760, and Repaired; Taken Down in 1825 ··· Burial-Ground Discontinued in 1815, and the Remains Removed to Lynn in 1826 ··· Grave of William Mumford ··· Quaker Estate Sold in 1828 ··· New Meeting-House Erected in Milton Place in 1828, and sold in May 1865 ··· Early Distinguished Quakers.

THE cemetery that belonged to the Society of Friends, and which was called the Quaker Burying-Ground, was the fourth in point of antiquity in Boston. This religious sect, although it has never been very numerous in Boston, yet had, very early in the history of New England, a respectable number of firm and conscientious adherents in the metropolis, — the first of whom made their appearance in the summer of 1656, about twelve years after the rise of the denomination in Leicestershire, England. The first who came to Boston were imprisoned immediately on their arrival, and at the earliest opportunity were sent back to Barbadoes and England, whence they came. For many years this people were subjected to the most humiliating treatment, and to punishments of the greatest severity. Some had one of their ears cut off, some their tongues bored with hot irons, and others were publicly executed by hanging.

This barbarity will forever cast a stigma upon the administration of Governor Endicott, who as Mr. John Hull, the mint master, tells us, "had very faithfully endeavor[d] the suppression of a pestellent generation, the troubles of o[r] peace, civill and eclesiastick." The persecution of this sect, however, excited in some a sympathy; on the execution of the Quakers in 1659, one of the persons in attendance, Mr. Edward Wanton, a person of considerable consequence, became so affected that he soon afterwards was converted to the Quaker doctrines, and was subsequently one of the most influential and enthusiastic of their number.

During the Colonial Government of Massachusetts, the Society of Friends had no regular place of worship, although meetings for religious exercises were held as frequently as the defenceless condition of the Society would allow, the earliest of which any account has been preserved being on the fourth of May, 1664, about ten months previous to Governor Endicott's decease. On the adoption of the Provincial Charter, which passed the seals on the seventh of October, 1691, and which was brought to Boston on the fourteenth of May, 1692, by Governor William Phips, the Society was placed nearer on an equality with the other sects of Christians, and was so much relieved from oppression that its principal men set themselves about providing a permanent place of worship. One of their number, William Mumford, a stonecutter by trade, who seems to have had considerable experience in trading in real estate, purchased a large lot of land in "Brattle Close or Pasture," as it was then styled, being the estate now covered with the building at the corner of Brattle street and Brattle square, called the "Quincy House." This lot, measur-

ing nearly fifty-three feet upon Brattle street (as the square was then designated), and forty-four feet in the rear, being about one hundred and thirty feet deep, was part of the original grant of Captain William Tyng; and on his decease, which occurred on the eighteenth of January, 1652–3, it fell to his eldest daughter Elizabeth, the wife of Major Thomas Brattle, and then to Thomas Brattle, the noted Treasurer of Harvard College, who sold it on the tenth of July, 1694, to Mr. Mumford. Mumford built a brick meeting-house twenty-four by twenty feet upon the front part of the lot; and on the second of the following February conveyed a portion of the land, measuring about twenty-five feet and three inches on the street, twenty-one feet on the rear, and about one hundred and twenty-eight feet deep, to Walter Clarke, Esq., of Newport, R. I., Edward Shippen, Esq., of Philadelphia (late of Boston), John Soames of Boston, Edward Wanton of Scituate, and William Chamberlain of Hull, trustees, to be held by them "to the only sole and proper use for the service and worship of Almighty God by the society or community of People called Quakers, at all and every time and times forever hereafter when and as often as need shall require, and to and for none other use, intent or purpose whatsoever." This lot and the brick meeting-house upon it were sold to Thomas Clarke of Boston, pewterer, on the twenty-seventh of July, 1709, after, as it will appear, Mr. Mumford had purchased another lot elsewhere for the accommodation of the Society.

It has been thought that a portion of the Brattle street lot was used for a cemetery by the Society of Friends; but this idea does not appear to be substantiated by any record that can be found, and it is certain

that Mr. Soames, one of the trustees, who died in November 1700, nearly nine years before it was sold, was buried in Copp's Hill Burying-Ground, where his gravestone can be now seen by any one who desires to see the last earthly resting-place of one of a sect which had very little quiet in this world, at least when Friend Soames was allowed to follow the business of a cooper at the North End of the town. The following is an exact transcript of the inscription:

HERE LYETH
BURIED Ye BODY OF
JOHN SOAMES SENr
AGED ABOUT 52 YEARS
DEPARTED THIS LIFE
NOVEMBER Ye 16
1 7 0 0

No other person of note belonging to the sect and residing in Boston died, as far as can be ascertained, while the Quakers held possession of this estate. Now, as there is no other foundation for the belief that the Society of Friends had a burial-place near their first meeting-house than the fact of owning land behind it, there cannot be a great error in judgment in inferring that there were no burials there, and that when they sold the estate and purchased another they provided for the burial of their associates in the new lot, and also that the first ground set apart for their burials was that which they so tenaciously retained possession of many years after there were any families of the denomination residing in the town.

The second venture of the Society was the purchase of the Congress street estate, so well remembered by many persons now living. Here was established the

Quaker Burying-Ground in the year 1709. One of the number, Mr. William Mumford, the person already mentioned, on the fifth of January, 1707–8, purchased of Dr. Elisha Cooke and the other heirs of Governor John Leverett, the land, which by deeds dated on the twenty-eighth of April, 1709, and twenty-ninth of June, 1713, he conveyed to Samuel Collins of Lynn (who of all others had a queer trade for a Quaker, for he was a gunsmith), and to Thomas Richardson of Boston, who some time between the two dates removed to Newport, R. I; and these last on the tenth of June, 1717, executed an indenture with Walter Newberry of Boston, merchant, Robert Buffun and Samuel Pope, blacksmith, and Joshua Buffun, husbandman, all three of Salem, and Matthew Estes, Jr., of Scituate, currier, as trustees for the Society, placing the land and newly built meeting-house at the disposal of these brethren. From this time the estate was held by trustees or overseers until August 1828, when several persons of Lynn, Danvers and Salem, as overseers of the Salem Monthly Meeting, conveyed the estate to Dr. Edward H. Robbins, and the society styled the Yearly Meeting of Friends for New England released all right in the same.

The lot was situated in Leverett's lane (now called Congress street), opposite Lindall street, and, by the original deed of conveyance, measured about fifty feet in front, sixty in the rear, about one hundred and sixty on the south, and one hundred and forty on the north. In the course of little over a century, the length of the lot shrunk nearly thirty feet by the widening of Congress street and other causes.

On the front part of the estate, the Quakers, in 1709, erected their meeting-house, to take the place of that in

Brattle square, which they left the same year. The new building was of brick, covering a space thirty feet by thirty-five, and setting back sufficiently to allow of a high wooden fence in front, the large gate of which was seldom opened between the years 1709 and 1808 (just one hundred years), except for a portion of the small monthly meetings of the brethren, which were held alternately within its walls and at Salem and Lynn, and now and then for a burial. By the great fire which occurred on the twentieth of March, 1760, this building was much injured, but was repaired the same year. The meetings having been discontinued in the year 1808, the building became of very little use, and the Society, on the second of April, 1825, sold it for the value of its material, the whole edifice bringing only $160, and it was soon taken down.

The rear part of the lot appears to have been used for burial purposes from the time of the purchase in 1709 until the twenty-second of June, 1815, although the interments were of very unfrequent occurrence. On the fifteenth of May, 1826, the following order was passed in the Board of Aldermen, on petition of Estes Newhall, of Lynn, and others: — "Ordered, that the petitioners be permitted to take up all the remains of the dead from the burial ground in Congress street, commonly called the Quaker Burying Ground, and to reinter them in their burying ground in Lynn; the same to be done under the direction of the superintendent of burial grounds." This duty was performed between the twenty-eighth of June and seventh of July of the same year, and the remains of seventy-two adults and of thirty-nine children were removed to Lynn, and the bodies of two adult persons were delivered up to their brother and deposited

in King's Chapel Cemetery, making one hundred and thirteen in all. The remains of others were found subsequently, when digging the cellar for the building afterwards erected upon the site.

One would naturally suppose that the person who had taken such an active part in establishing the graveyard would have selected the spot for his own resting-place; but such was not the case with Mr. Mumford. His body was buried in the old part of the Copp's Hill Burying-Ground, and a headstone bearing the following inscription placed at his grave:

HERE LYES Y^{e} BODY OF
WILLIAM MUMFORD
AGED 77 YEARS DIED
NOVR Y^{e} 21st 1718.

Mr. Mumford, it appears, lived less than a year and a half after he conveyed the property to the trustees of the Society. He was a man of considerable enterprise, and was largely concerned in real estate transactions both in and out of town.

After the estate was sold in 1828, a large stone building was erected upon it, which in later years, until 1860, was occupied by the printing and editorial establishment of the Boston Evening Transcript, and is now improved as an extensive printing office by Messrs. J. E. Farwell & Co.

Soon after the sale of the Quaker lot in Congress street, the yearly meeting of Friends for New England purchased another estate in Milton place, bounded about sixty feet easterly on the place, about thirty-nine in the rear, and a little over eighty in depth. Upon this the Friends erected a substantial brick building with

a stone front, measuring about thirty-nine by seventy-five feet, where they occasionally held meetings, but it being of very little use to the Society, it was sold at auction, and on the thirtieth of May, 1866, the Quakers ceased to be owners of a meeting-house in Boston.

The early members of the Society of Friends were many of them remarkable men. Mr. Mumford, as has already been said, was largely interested as a builder in the town, and he was the prime mover in the settlement of the town of Sutton in this State. Mr. Edward Shippen was a merchant of note, who removed early to Newport, Rhode Island, and then to Philadelphia, where, under the city charter of 1701, he was the first mayor, having held important positions in the State Legislature. Mr. Edward Wanton was an enterprising shipbuilder of Boston, and subsequently of Scituate, and the father of Governor William Wanton, of Rhode Island. Walter Clark was also Governor of Rhode Island, and one of the Council of the New England Colonies under Governor Andros, by appointment of James II. Whatever may be the traditionary and even recorded history of the early Quakers, it should not be forgotten that they then, as now, had among their number persons of the greatest excellence as well as of the greatest endurance.

CHAPTER XVI.

CENTRAL BURYING-GROUND.

Crowded State of Middle District Burial-Ground in 1740 · · · Committee to locate another Graveyard, in 1748 · · · Report in Favor of Southeast Corner of the Common rejected · · · Locations elected in 1754 for the South Burying-Ground, now called the Central Burying-Ground · · · Other Names of the Graveyard · · · Dimensions of the Lot · · · The Foster Lot at the Corner · · · Establishment of the Burial-Ground · · · Date of Tombs · · · Ornamental Trees set out in 1830 and 1840 · · · Fence erected in 1839 · · · Mysterious Gravestone · · · Place for the Burial of Strangers · · · Mystic Emblems · · · Oldest Gravestone · · · Monuments · · · Supposed Goblins · · · Inscriptions · · · Mons. Julien · · · Verses.

In consequence of the crowded state of the grounds belonging to the King's Chapel and Granary Burying-Grounds, great complaints were made by the undertakers, and petitions were occasionally presented to the Selectmen of the town asking for relief, the object being the laying out a new yard nearer to the South End. The petition of John Chambers and other gravediggers, in 1740, alluded to in a preceding chapter, had considerable effect, and set the town officials looking about for the proper place for a new cemetery, although the object was not finally accomplished until sixteen years later.

On the twenty-eighth of March, 1748, a committee, appointed on the sixteenth of the same month, reported to the town that they had "considered of the premises, and were of opinion that a piece of ground at the lower end of the Common, adjoining to the pasture belonging

to Hon. James Allen, Esq., is a place the most convenient for a burying ground." This report elicited much debate, and it was finally recommitted to the gentlemen who had presented it, with a desire that a plan be taken of the land proposed by them for the burial-place and that they consider whether it will not be best and most convenient that a highway should be laid out between said land of Mr. Allen and the Common, and they were directed to report again at the next general town meeting. On the ninth of May following, the committee reported agreeably to instructions, presenting a plan of a lot near the southeast corner of the Common, containing about an acre and a half, and bounded east by the Tremont street mall, and about three hundred and twenty-four feet north of the present Boylston street, the intervening lot of land belonging to the heirs of Col. Thomas Fitch; and they recommended laying out a twenty foot highway on the south. The proposed lot was part of the Common, and was not taken for the graveyard, probably because the townsmen did not wish to abridge their "area of freedom"; and consequently the matter was deferred, and the old burial-grounds were crowded a little more during the next eight years.

On the fifteenth of May, 1754, a more earnest and direct petition for a burial-place at the South End was presented in town meeting, and referred to a committee consisting of Thomas Hancock and Thomas Greene, Esqs., and Messrs. Jacob Parker and John Hill and John Phillips, Esq., all prominent and influential citizens of the town. This committee reported on the seventeenth of the next September, recommending the purchase of Col. Thomas Fitch's pasture at the bottom of the Common, the estate then belonging to Andrew

Oliver, Jr.; and the report, after the usual amount of debate, was accepted, and further action deferred until the eleventh of the following October, when it was voted to purchase the lot. The portion of Col. Fitch's pasture then determined on for the South Burying-Ground, as it was called at first, — and which afterwards was for many years known as the Common Burying-Ground, until it was designated as the Central Burying-Ground in 1810, in consequence of the establishment of another burial-place at the southerly part of Washington street, — is the same that is now fenced in, and formerly included the portion of Boylston street mall which intervenes between it and the street. The land, about two acres in extent, was purchased of Andrew Oliver, Jr., and his wife Mary, who was a daughter of Col. Fitch (they having been married on the twentieth of June, 1728); and the boundaries as then given were, by deed dated on the ninth of June, 1756, "easterly on land sett off to Mrs. Martha Allen, there measuring three hundred and twenty feet, southerly on Frogg Lane so called there measuring three hundred and twenty-one feet, westerly on the Common or Training Field there measuring on a bevelling line three hundred and fifty-five feet, and northerly on the same Common or Training Field there measuring one hundred and eighty-nine feet and an half to the first bounds." These dimensions differ somewhat from those of the lot as formerly included within the old brick walls.

Although this ground was frequently designated as the "Common Burying-Ground," it appears that no part of it ever belonged to the Common; a remark which is equally true in regard to the portion of land lying east

of it, and now partially occupied as a deer park, the same having been purchased on the sixth of October, 1787, of William Foster, the father-in-law of the late Hon. Harrison Gray Otis. Since the name of the street on the south was changed from Frog lane to Boylston street, about the year 1809, the burial-ground has frequently been called "the Burying Ground on Boylston street," as the names "South" and "Central" were so uncertain in their designation, being equally applicable to other grounds elsewhere situated.

At this late date, it is almost impossible to imagine what preparation was necessary to be made to render the pasture proper for burials, except to enclose it with a good substantial fence; but it is certain that something was done, as the following record was made of a meeting of the Selectmen held on the twenty-fourth of November, 1756:—"As the Burying Place at the bottom of the Common, lately purchased by the Town of Andrew Oliver, Junr., Esqr., is now fit to bury the dead in, the Selectmen have therefore appointed John Ranstead to have the care of said Burying Place, and to bury the dead there." The early burials, as in the other yards, were in graves, there being no evidence of the building of any tomb there until the year 1793, when Mr. John Just Geyer, a stonecutter, was allowed "to erect" one, "under the direction of Mr. Seaver." From this time until 1800, a few were built each year; but in the years 1801, 1802 and 1803 a large number were built, chiefly by Messrs. Nicholas Peiree, Jr., and John Peiree, two bricklayers living at the south part of the town. About this last year the old brick-fence was completed, and the burial-ground considered finished; but in the year 1839 two rows of tombs on the south

side were discontinued, and the Boylston street mall laid out, and other tombs built on the western side to compensate for those which were permanently closed.

In the year 1830 a few liberal persons subscribed a small sum of money, which was expended in purchasing and setting out ornamental trees in this graveyard; and in 1840 a large number of trees and shrubs were set out, which gave a very handsome appearance to the premises.

How early interments were made in the yard cannot be exactly ascertained. A small stone, bearing date at least seven years before the establishment of the cemetery, may now be seen standing within the enclosure, with the name of the infant it was intended to be a memorial of entirely obliterated. The inscription is as follows: —

. . . . . .
SON TO CAP. WILL.
. . . . & MARY
his wife died
Augt 24th 1749
AGED 14 DAYS

Who the incomprehensible little child was, and how the stone came in its present place, do not appear; nor are there any indications by surrounding objects to help explain the mystery.

Tradition says that the British soldiers who died in the barracks on the Common were buried in this yard; and, although this may have been the fact, there is no evidence that such was the case. It is much more reasonable to infer that the ground was early used for the burial of strangers, and Roman Catholics; for the gravestones denote this fact sufficiently well, the graves of persons from various foreign countries, even from

China, and from many of the New England States, being designated by conspicuous memorials. The square and compasses, emblematic of the mystic art, are more frequently found here than in the other burial-grounds in Boston; and in one marked instance the cross of crucifixion is found with the masonic emblems.

If the child's gravestone is rejected as the oldest, the following may be considered as holding that position:

Here lies
Buried ye Body of Benjamin
FROBISHER SON of Mr.
WILLIAM & Mrs MARY
FROBISHER, who died ye
4th of Octr, 1761, Aged
1 Year & 25 Days.

The child, over whose grave this stone now stands, was undoubtedly the son of a noted soap-boiler who dwelt on Union street, and was buried within five years after the establishment of the burial-ground.

There are only four memorials which can be called monuments; two of these are the horizontal tablets over the tomb of the Wyers and over that of Hon. Thomas Davis, at the southeast and southwest corners, both having inscriptions, the first in remarkable Latin, and the latter in good English; the remaining two are over tombs where were buried Sarah, the wife of Dudley Atkins Tyng, and Samuel Sprague, a sterling old Boston mechanic. These last being upright and constructed of white marble, and, moreover, being situated near the path leading across the Common to the corner of Pleasant street, have in the dim twilight of bygone days been shunned by errant youngsters as goblins of times long past; but Mrs. Tyng and old Mr. Sprague

were very respectable and quiet people, and not being night walkers while living have not commenced such unprofitable business since their decease, though their monuments may appear in motion to persons passing by them at late hours.

The inscriptions in the Central Burying-Ground are in no way remarkable; yet some of the gravestones have verses cut in them which are somewhat characteristic. In the northerly part of the yard, an unpretending stone marks the resting-place of a humble, but formerly very indispensable individual, whose name has not been entirely forgotten. At the close of the last century, and a few years in the present, the most noted restaurateur of the town was Monsieur Julien,—he who served the public at his house at the corner of Milk and Congress streets. The inscription on the stone is as follows:

In memory of
Mr. John B. Julien,
who died June 30th, 1805.
Æt. 52.
In hope of that immortal bliss,
To rise & reign where Jesus is,
His flesh in peaceful slumber lies
Till the last trump shall sound, arise!

There are those who think that this famous man lived many years later, undoubtedly because the widow carried on the business after his decease, as was advertised in one of the obituary notices of her husband, and perhaps because his famous soup is not yet excluded from sumptuous bills of fare on festive occasions.

A more extensive effort is that which can be read on the gravestone of a young Scituate woman, who died in 1802, at the age of twenty-one years:

Beneath this humble Stone, here lies a Youth,
Whose Soul was Goodness, and whose Heart was Truth
Crop'd like a Flow'r she wither'd in her Bloom,
Tho' flatt'ring Life had promis'd Years to come;
The Years she liv'd in Virtue's paths she trod,
And now her Spirit soars to meet her God;
In realms of Bliss, where Joys eternal reign,
Devoid of Care, and uncontroll'd by Pain.

Perhaps this chapter cannot be better closed than with the following post-mortem lecture, which the head-stone of Mr. Charles Wyman has been freely giving in the same enclosure since the eighth of July, 1785, when he died, in the fifty-seventh year of his age:

Beneath these clods of silent dust,
I sleep where all ye living must,
The gayest youth & fairest face
In time must be in this dark place.

CHAPTER XVII.

SOUTH BURYING-GROUND AND CEMETERIES.

South Burying-Ground, on Washington street, 1810 ··· Its Situation and Boundaries ··· Near the Old Place of Execution ··· Marsh Filled up and Graded ··· Tombs first built in 1827 ··· Part of Yard cut off in 1865 ··· Mr. Hewes, the Old Superintendent of Burials ··· Cemeteries under the Churches — Christ Church Cemetery in Salem street, 1732 ··· Ancient Burial Casket with Evergreens ··· Inscription on Tomb of Rev. Dr. Cutler, the First Pastor of Christ Church ··· Burial of Major Pitcairn, Royal Marine ··· Trinity Church ··· Old and the New Cemeteries ··· King's Chapel Cemetery, Old and New ··· The Old Building ··· Tombs of Rev. Mr. Myles and Sir Henry Frankland ··· Burial of Gov. Shirley in 1771 ··· Inscriptions in the Chapel ··· St. Paul's Church Cemetery ··· Park street Church Cemetery ··· Discontinued.

In 1810 the necessity for a cemetery at the South End of the town existing, the South Burying-Ground on Washington street was opened for burials, which for the space of seventeen years were made entirely in graves, the lot having been laid out for the purpose by the town authorities. This burial-ground is situated between Newton street on the northeast, and Concord street on the southwest, from both of which it is separated by dwelling-houses; and between Washington street on the northwest, and James street on the southeast. Its northerly part has recently been encroached upon by the St. James Hotel, an elegant edifice, erected in 1867–8. It is very neatly laid out into four squares, which are ornamented with trees, and the whole is surrounded with durable walls, that on Washington street being of ham-

mered granite. In its earlier years it was the scene of many of the capital executions; for near its most easterly part, which formerly extended to tide-water, usually stood the gallows, and the culprits were generally buried in deep graves within the cemetery near the place of their execution. Soon after the building of the Leverett street jail, hangings were performed more privately, and the gallows on the neck discontinued. In still earlier times the gallows stood further north, near the present position of Malden street; and, in the well remembered execution of Samuel Tulley for piracy, it stood at South Boston, and for Henry Phillips, the murderer of Dennegri, at the Roebuck Tavern.

As late as the year 1837, there was very little comeliness to the South Burying-Ground. A large portion of it was marshy, and consequently wet; and until a large quantity of proper soil was carted upon it, as was done that year, and the surface graded, the place was hardly fit for the purposes of sepulture, although, even then, the front part of it was nearly filled.

In 1827, tombs were first built at the sides of the yard; and from year to year, as purchasers were found, others were erected in a substantial manner, until the number amounted to one hundred and sixty-two, and the dimensions of the yard were fixed at three hundred and five by three hundred and fourteen feet; which proportion the yard continued to hold until the year 1866, when it was curtailed of its size, the tombs on the northerly side having been discontinued and a strip of land ceded to the abutter on that side for yard room and another portion for the hotel.

The gravestones in this yard are not numerous, and strictly speaking there are no monumental inscriptions

within it, although there are several granite structures standing upon vaults in the central part of several of the squares, and at their corners.

One person should not be forgotten in connection with this cemetery — Mr. Samuel Hill Hewes, the first Superintendent of Burials, elected on the establishment of the office in 1822, and continued in office until his decease in 1845, he having served the town in the same capacity since 1818, at which time he succeeded Daniel Oliver. Mr. Hewes, from his first entrance upon office, took a particular interest in this yard; and it is mainly owing to him that it has attained its present symmetrical and neat appearance. The great passion this gentleman possessed for having everything appear regular induced him to lay out walks in all the old graveyards, and to arrange the gravestones in rows, representing companies of winged cherubim in martial array. Mr. Hewes died on the ninth of April, 1845, in the eighty-fifth year of his age, and was interred in an angle of the southwesterly square of his favorite resort during the last years of his useful life.

Besides the burial-grounds already described, there are, or have been, on the peninsula five cemeteries, distinctly so-called to distinguish them as being built beneath church edifices. Of these, the Christ Church Cemetery, under Christ Church in Salem street, is very ancient and contains thirty-three tombs. The Church was built by Episcopalians in 1723, the corner-stone being laid on the fifteenth of April and the first public worship held in it on the twenty-ninth of December of the same year. Interments were made under the church soon after its erection, and a tomb had been built before the twenty-third of October, 1732, when permission was

granted to T. Carrington to build a tomb adjoining to the one already built there; but measures were not taken for the establishment of a cemetery until the thirtieth of the last-named month, when it was determined that the vault beneath the church should be laid out for the purpose. One of these was appropriated very early by a Mr. Wheate, who devoted it to the good purpose of burying his deceased friends, one of whom, the wife of Honorable John Wheelwright, was deposited there in the year 1740, the earliest date now to be found in the cemetery. About fifty years ago a body was exhumed in the northeast corner of the cemetery, curiously preserved by embalming, and with it were found evergreens. This body had then laid there eighty or more years; and was originally encased in two caskets, each covered with coarse linen cloth impregnated with a protective gum. Mr. Thomas, whose remains were thus discovered, had died in Bermuda, and been brought back to Boston for burial. Although care seems to have been taken to preserve the tablet which covered this grave, no evidence of it can now be traced within the cemetery. On the easterly side is a tomb formerly belonging to Capt. Thomas Potts, in which was buried the first rector of the church, and upon a small slab may now be read the following inscription:

> Here Lyes entombed the Body of the Revd. TIMOTHY CUTLER, D. D. first Minister of this Church, deceased Augst 17th, 1765, Aged 81 Years. Also the Body of Mrs. ELISATH CUTLER, widow of the above, died Sept the 12th, 1771, Aged 81 Years.

With the exception of the thirty-three tombs and the heating apparatus of the church, nothing is to be

seen within this enclosure made sacred by the burial of many of the worthy old residents of the North End. It is related, however, in the traditions of the old people who have dwelt in the neighborhood of this cemetery, that Major Pitcairn of the British Marines, who led the troops to Concord and was repulsed, and who afterwards fell mortally wounded in the Battle of Bunker Hill, was taken after the last-named battle to a house in Prince street, where the gasometer now stands, and after death was temporarily deposited under Christ Church, and afterwards carried to England for burial. Be this as it may, it is certain that during the siege of Boston, in the war of the revolution, the cemetery was frequently used for the burial of British officers.

The old wooden building of Trinity Church, which formerly stood at the corner of Summer and Hawley streets (the former anciently known as "the street leading to the fort," and the latter as "Bishop's Alley"), and the corner-stone of which was laid on the fifteenth of April, 1734, by Rev. Commissary Roger Price, the rector of King's Chapel, and the building consecrated on the fifteenth of August, 1735, contained twenty-five tombs in its cellar. The corner-stone of the new building was laid on the fifteenth of September, 1828, by Rev. J. S. J. Gardiner, D. D., the Rector, and the church was consecrated on the eleventh of November, 1829. New tombs were built beneath the new church, and the remains formerly deposited were retained in Trinity Church Cemetery, as the new place for burials is called, and in which are fifty-five tombs, one of them generally known as the Stranger's Vault. Like most church cemeteries, there is nothing specially to interest a visitor to this; for little else can be seen or

learned except the names of the owners of the different vaults, — the names of the deceased, who have been deposited there having been, it would seem, designedly, and surely most effectually kept out of sight, and only to be known on examination of the City Registrar's carefully preserved records, or the plates within or upon the mouldering coffins securely guarded by strongly locked doors.

Some time about the year 1688, the first Episcopal church was built in Boston; the exact time is not known when the building was commenced, nor when it was completed, nor by what authority a portion of the Old Burying-Ground was taken for its site, other than the usual authority made use of by the tyrannical usurper, Andros — namely, that "might made right." Why Andros did not take for this purpose the land on the opposite side of Tremont street, which he much coveted, is equally a problem of uncertainty, without it was because he preferred to contend with the dead rather than with the living, and so invaded the tenements of the former. Sure it is that, about the time the tyrant was sent back to England, a wooden building was erected at the corner on Tremont and School streets, which was designated as the King's Chapel, and was supplied with a small number of parishioners several years before pews were built for their accommodation. This old building, which was much enlarged about the year 1710, almost equivalent to a re-building, had a square tower, surrounded by a four-sided pyramid, upon the top of which was a tall staff, half way up on which was a wooden crown, and on the top was a weather-cock. This answered the society about sixty years, when, in consequence of the decayed condition of the old building, and

more particularly as a considerable part of the roof had been carried away by a violent storm, an effort was made for the erection of a new building of stone, which proving successful, the wooden church was taken down in 1748, and the new one commenced. Under the old wooden building were several tombs, the first mention of which is recorded on the sixth of December, 1717, when it was voted that "Mr. Mills" and "Mr. Franklin" have liberty to build a tomb under the east end of the church. This vote really meant to give accommodation to Rev. Samuel Myles, the Rector, who died in March, 1727–28, and to Sir Henry Frankland, quite a noted and wealthy townsman, whose princely house stood beside that in which Governor Hutchinson dwelt in Garden Court street, sometimes anciently known as Frizzell's lane, because an opulent merchant named John Frizzell once lived at the Fleet street corner. How many tombs were under the old church is not known; but it is certain that many of the noted Episcopalians of the day buried their dead there, among whom were the wife and daughter of Governor William Shirley. When the old wooden church was taken down in 1748, after much bickering with the Selectmen of the town, the wardens of King's Chapel were allowed to extend their territory north and east, the bodies to be removed from the land taken for the church, and carefully buried in some part of the Old Burying-Ground. One Selectman and a very few influential persons made trouble with the church, and compelled the wardens to purchase land on both sides of School street, partly a portion of the yard before the new City Hall, and partly where the old brick Latin School House stood, at the corner of Chapman Place (then, as it ought now to be, named

for Dr. Elisha Cooke, the inflexible New England patriot in the days of Andros and the royal governors). The east part of the present King's Chapel stands on land on which stood the old school-house of Master Philemon Pormort, the first known master of the first free school in Boston, in 1635. When the stone building, now known as King's Chapel, was erected, the corner-stone being laid by Governor Shirley on the eleventh of August, 1749 (but not until the school-house had been built), twenty tombs were placed in the basement, and a large vault, called the Stranger's Tomb, under the tower. These have been owned and occupied by some of the most noted of the inhabitants of the town, and are still used as deposits for the dead. Governor William Shirley, who died in Roxbury on the twenty-fourth of March, 1771, was buried in tomb numbered 18, Rev. Mather Byles, of Christ Church, performing the funeral services. The tablets containing inscriptions appertaining to this cemetery are placed upon the walls of the chapel, and are to the memory of Mrs. Frances Shirley, Mrs. Frances, wife of Mr. William Bollan, Mr. Charles Apthorp, who died on the eleventh of November, 1758, Mr. Samuel Vassall, of London, of ancient memory, Mr. William Price, who died on the nineteenth of May, 1772, aged eighty-seven years, and some of the late pastors of the church.

Beneath St. Paul's Church is a cemetery containing sixty-four tombs, which were built soon after the erection of the building, the corner-stone of which was laid on the fourth of September, 1819, and the building consecrated on the thirtieth of June, 1820, by Bishops Griswold and Brownell. Permission was formally given, on the first of September, 1823, for the use of the tombs

in this cemetery on the usual terms, a special condition having been previously passed that no tomb should be appropriated for the interment of strangers or of any person in consideration of payment therefor. In 1825 the remains (such as could be found in the Minot tomb in the Granary Burying-Ground) of Dr. Joseph Warren, the patriot, were removed to the Warren tomb, and the following suitable inscription placed upon the box which contained them: — "In this tomb are deposited the earthly remains of Major-General Joseph Warren, who was killed in the battle of Bunker Hill, on the 17th June, 1775."

These honored relics have since been placed in an imperishable urn, and deposited in a vault in Forest Hills Cemetery, where, though now in their fourth place of burial, it is presumed they will remain beside those of his distinguished brother, until the last great day.

In January 1823, the proprietors of Park street Meeting-House petitioned the City Council for liberty to erect tombs under their building, which was granted, and thirty tombs were brought into use. About the year 1862, the Society determined to discontinue this cemetery, and a lot was purchased at Mount Auburn for the future place of deposit of remains that had already been buried within these vaults. To this and other burying-places the remains were removed during the summer of that year, and the stately monument at Mount Auburn attests to the good faith and liberality of the church in this matter.

CHAPTER XVIII.

SOUTH BOSTON AND EAST BOSTON CEMETERIES.

South Boston Cemeteries ··· St. Matthew's Church Cemetery, 1818 ··· St. Matthew's Church Sold to the Freemasons, and the Cemetery Discontinued ··· A Burial-Ground Provided for by the Act Annexing Dorchester Point to Boston in 1804 ··· Lot Selected in 1817, and Set off by the Supreme Court in 1818, and Laid out as the Boston Cemetery ··· Tombs Built in 1821, and Demolished before 1853 ··· Hawes Burying-Ground, 1816 ··· Union Cemetery, 1841 ··· St. Augustin Cemetery, for the Burial of Roman Catholics, 1918 ··· Size and Position of the Lot, and St. Augustin Chapel ··· Burial of Rev. Dr. Matignon in 1818 ··· Monument of Rev. Dr. O'Flaherty, and other Tablets in the Yard ··East Boston Burying-Grounds ··· Interment in Graves ··· The Burial-Ground Purchased in 1838, and Established ··· The Israelitish Burying-Ground, Belonging to the Congregation Ohabei Shalom, Established in 1844 ··· Old Funeral Customs ··· Introduction of Hearses.

Having in several preceding chapters given a cursory description of the burial-places upon the peninsula, it now remains to take a brief notice of those, modern though they may be, which are situated at South Boston and East Boston.

South Boston, under the name of Dorchester Point, was set off from Dorchester and annexed to Boston on the sixth of March, 1804; at which time it comprised a few farms, on which there were not many houses, and no place for the burial of the dead, the Old Burying-Ground in Dorchester, at the corner of Boston avenue and Eustis street, generally serving the purpose for the few families who made their abode there.

The first movement for a burial-place at South Boston seems to have arisen on the building of St. Matthew's Church, which was organized on the twenty-fourth of March, 1816, and incorporated on the sixteenth of the following June. In 1817, the wardens and vestry commenced building their house of worship on Broadway, about a hundred feet northwest of E street, on a lot which was subsequently conveyed to them on the fourth of November, 1818, by Abraham Gould, a large real estate owner of that part of the town, the church having been consecrated by Bishop Griswold on the twenty-fourth of the preceding June. The size of the lot of land, and also the building was subsequently increased. When the church was erected, tombs were built in its cellar; and an application was made to the Board of Health for permission to use and occupy them for burial purposes. A committee of the Board reported on the eighteenth of June, 1818, "that they had attended to the duty assigned them, by viewing the situation, and examining the tombs referred to, and taking into consideration the remote situation of the chapel from the body of the town, the faithful and secure manner in which the tombs are built" recommended that the request be granted; and the following order was passed:

"*Ordered*, That the tombs now built under St. Matthew's Chapel at South Boston be, and they are hereby, appointed, located, established as a place where the dead may be buried in the town of Boston; and all persons are hereby required to take notice and govern themselves accordingly."

This burial-place took the name of St. Matthew's Church Cemetery, and has been very much used. The church building was recently sold to the freemasons of

South Boston, and the use of the sixty tombs has been discontinued, although a few of the owners held out for a considerable time against having the deposits in their tombs removed; this prevented the freemasons putting the land to the use for which it was last purchased, and they subsequently sold it to persons who have erected upon it substantial buildings.

The legislative act of 1804, which annexed to Boston that portion of Dorchester now known as South Boston, provided that the proprietor of the tract should "assign and set apart three lots of land on the same for public use, viz., one lot for the purpose of a public market place, one lot for a school house, and one lot for a burial ground, to the satisfaction and acceptance of the selectmen of the town of Boston"; or in case the said Selectmen and proprietors should not agree upon the said lots, it should be lawful for the Supreme Judicial Court, at any session thereof in the County of Suffolk, upon application of the said Selectmen, to nominate and appoint three disinterested freeholders of Boston "to assign and set off the three lots aforesaid by metes and bounds"; and the lots of land by them assigned and set off as aforesaid should thenceforth "vest in the said town of Boston forever without any compensation to be made therefor by the town." Provision was also made that if compensation for the land should be demanded, that the lots should be appraised and the valuation assessed upon all the proprietors.

The first-mentioned lot for the market house was deeded to the town in 1819 by Mr. John Hawes, the person who has been so noble and generous in his gifts for the improvement of South Boston; but there being no immediate need for the market house, the donor gave

permission that the land should be used for the erection of a school-house until a public market should be required. No lot has as yet been demanded by the city for school purposes under the act of March 1804, although several buildings have been erected for school-houses on land specially bought for the same.

In 1817, the Selectmen of Boston selected a lot for the cemetery contemplated in the legislative act, but were not able to agree with the proprietors of the land respecting its assignment for the purposes of a burial-ground; consequently resort was had to the Supreme Judicial Court, and a petition was presented at the November term of 1817 for the appointment of three commissioners; and Ebenezer Gay of Hingham, Thomas Greenleaf of Quincy, and Isaac S. Gardner of Brookline, were appointed by the Court, who after a hearing, had on the twenty-third of November of the same year, set off a portion of land containing about 85,400 feet, situated on Dorchester street and next to the division line between South Boston and Dorchester, which action was approved by the court. The lot was bounded south on Dorchester street three hundred feet, west on Dorchester boundary line two hundred and sixty feet, north on F street, and including a part of it, two hundred and sixty feet, and east on Seventh street. Upon this the Board of Health commenced the building of tombs; and in January and March 1824, the proprietors released their rights in the land to the city, "to have and to hold the same to the said city as and for a burying ground in pursuance of the provisions of said act" of 1804.

During the latter part of the year 1821, in consequence of an order passed by the Board of Health on the twenty-fourth of July, fifteen tombs were built in

the cemetery by Mr. Thomas Austin, and the lot was properly fenced in. The committee who had charge of the work closed a report, submitted on the thirteenth of January, 1821, in the following words:—"The committee, therefore, have the satisfaction to state, that, although in the execution of the important duties confided to them by the Board of Health, they have had much labor, anxiety, and responsibility, yet they derive great consolation from witnessing the public approbation of the intelligent and provident proceedings of the Board of Health in providing for the exigences of the town of Boston a repository for the dead, so convenient, and exceeding in solemn magnificence and elegance anything of the kind in the United States, it is their opinion that when the whole of the 'Boston Cemetery' shall have been completed agreeably to the plan already adopted by the Board of Health, the same will be highly honorable to the moral feeling of the citizens of the metropolis and an ornament to our State and country." These tombs were offered for sale on the sixth of June, 1821, and were advertised as "completed with iron doors and locks in a style superior to any in America." Four only were sold at that time, three for $152 each, and one for $166.34.

Notwithstanding the exalted opinion the committee had of the Boston Cemetery, it never became an object of much pride to Boston, and was very little used; insomuch, that in 1853, it appears that nearly all of the tombs had been demolished, and burials had ceased to be made in it, on account of the unsuitable condition of the soil for graves and tombs. Several attempts have been made by individuals to get possession of this lot, but these efforts proved of no avail; and in 1868 the neces-

sity of additional school accommodations in Ward XII. having become imperative, a new and elegant schoolhouse for the Shurtleff School was erected upon this conspicuous site, and dedicated on the twenty-third of November, 1869.

On the twelfth of October, 1816, John Hawes of South Boston conveyed to a committee of the inhabitants of South Boston a small lot of land on the old road leading to the point "for the use of a burying ground for the inhabitants." It was bounded northerly one hundred and nine feet on the "old road," easterly one hundred feet, and southerly one hundred and nine feet on land of Abraham Gould, and westerly one hundred feet on land of the heirs of Col. Ebenezer Clap; and lies between the streets now known as Fourth and Fifth streets on the north and south, and between L and M streets west and east, and contains about one-quarter of an acre and ten square feet. In this small yard there are about seven tombs, the yard having been chiefly used for interment in graves, which practice was discontinued some years since. The use of this graveyard, now known as the Hawes Burying-Ground, was not sanctioned by the Board of Health until the twelfth of March, 1821.

On the thirtieth of October, 1841, the trustees of the Warren Association sold to Adam Bent of South Boston a small lot of land south of, and adjoining to, the Hawes Burying-Ground; bounded on the north one hundred and eleven feet by the Hawes Yard, easterly about fifty-five feet by land of the Association, southerly about one hundred and ten feet by Fifth street, and westerly forty-three feet by land of Jonathan Phillips. In this small yard were originally fifteen tombs and five

burial lots. The owners of the lot have named it the Union Cemetery, and have placed around it a very neat iron fence.

In the year 1818 the Roman Catholics selected a lot of land upon Dorchester street for a burial-ground, which was purchased in parcels of Zachariah G. Whitman, and Jonathan Mason, by deeds passed on the ninth of December, 1818, the twenty-seventh of March, 1819, and the fifth of April, 1822; and St. Augustin Cemetery was established by an order of the Selectmen: "*Ordered*, That there be assigned and located some suitable place at South Boston, under the direction of the Board of Health, as a burial ground for that denomination of Christians called Roman Catholics of the town of Boston."

This lot has a front of about one hundred and fifteen feet southerly upon Dorchester street, and extends back as far as F street; on the east being bounded by Sixth street, and on the west by Tudor street. The whole lot is enclosed by a high wooden fence, and contains a large number of monuments and gravestones, which are chiefly of white marble, many of the monuments having long epitaphs, and most of the stones somewhat more upon them than the ordinary gravestone inscriptions. Within the enclosure is a small chapel, containing about thirty-eight pews, consecrated by Bishop Fenwick in 1833, which is now seldom used, and is going rapidly to decay. This lot possesses much interest, and is the only yard in South Boston in which burials are allowed to be made in graves. Here repose the remains of Francis Anthony Matignon, D. D., a most estimable man, formerly the minister of the Roman Catholics in Boston. He died of consumption, at the age of sixty-

five years, on the nineteenth of September, 1818, having been born in Paris on the tenth of November, 1753. His funeral, which occurred on the twenty-first of September, was attended with uncommon ceremonies, a considerable number of Acolytes with burning tapers escorting the large procession through the streets from the Church of the Holy Cross in Franklin street to the Granary Burying-Ground, where the body was temporarily deposited in the tomb of Mr. John Magner, from which it was removed to St. Augustin Cemetery on the twenty-first of the ensuing April. Within the chapel, at the right of the altar, stands a mural tablet bearing the following inscription:

Here lie the mortal remains of
FRANCIS ANTHONY MATIGNON, D. D.,
and for 26 years Pastor of the Church
of the Holy Cross in this town:
Ob. Sept. 19th, 1818,
Æt. 65.

Beloved of God and men whose memory is in benediction:

Eccl'us C. 45., V. 1.

The law of truth was in his mouth, and iniquity was not found in his lips. He walked with men in peace, and in equity, and turned many away from iniquity. For the lips of the priest shall keep knowledge, and they shall seek the law at his mouth: because he is the angel of the Lord of hosts.

Malachi C. 2., V. 6, 7.

Far from the Sepulchre of his fathers repose the ashes of the good and great Doctor MATIGNON; but his grave is not as among strangers, for it was, and will often be watered by the tears of an affectionate flock, and his memory is cherished by all who value learning, honour, genius, or love devotion.

The Bishop and congregation in tears have erected this monument of their veneration and gratitude.

In front of the chapel stands the monument of Dr. O'Flaherty, and upon the walls are inserted tablets commemorative of three distinguished Catholic priests: Rev. James McGuire, a native of the county of Cavan,

Ireland, died on the fifth of March, 1850, aged thirty-five years; Rev. Patrick Byrne, a native of the county of Kilkenny, Ireland, ordained on the eighteenth of March, 1820, and late pastor of St. Mary's in Charlestown, died on the fourth of December, 1844, aged fifty-two years; Rev. John Mahoney, a native of the county of Kerry, Ireland, who, after a laborious mission of six years in the States of Maryland and Virginia, and of thirteen years in the diocese of Boston, departed this life on the twenty-ninth of December, 1839, aged fifty-eight years.

Dr. O'Flaherty will long be remembered for the great ability he exhibited in the famous religious controversy which he had many years ago with Rev. Dr. Lyman Beecher. His monument is quite imposing. It is of white marble, containing on the front panel a medallion portrait of the deceased, and upon the left panel a Latin inscription which is thus translated into English on the right panel:

Here lies the body of
THOMAS JOHN O'FLAHERTY,
who was born in the county
of Kerry in Ireland.
A physician of high repute and
a most worthy priest of
ALMIGHTY GOD.

He always shone as the ornament of the sciences, the faithful interpreter of languages, and the intrepid and invincible defender and expounder of the sacred dogmas of the Catholic Church. His countrymen and fellow-laborers in the vineyard of Jesus Christ have, under the guidance of the Rev. James O'Reilly, his most faithful friend, honorably erected this monument to the imperishable memory of a Priest so celebrated and dear to all.

He died on the 29 day of
March, 1846, aged 47 years.
May his soul rest in peace. Amen.

Within the enclosure there are a very few tombs, the popular mode of burial with the Catholics having been in this yard in graves. Over each grave is a large perpendicular marble slab, much larger and more expensive than those of any of the other burial-grounds in Boston, and upon each of these are the three letters I. H. S., and generally the words "requiescat in pace."

The above-mentioned burial-grounds are all that are situated in South Boston, the necessity for others having been supplied by the large suburban cemeteries in the neighboring towns.

There are two cemeteries at East Boston, the lots for which were bought of the East Boston Company, and in both interments are chiefly made in graves.

On the thirteenth of July, 1838, the Company conveyed a tract of land, four hundred and fifty by three hundred and fifty feet, between Bennington, Harmony, Auburn, and Swift streets, to the city for a burial-ground; and on the sixteenth of the same month the same was accepted by the Board of Aldermen, and it was ordered to be enclosed with a light fence, and that no person be allowed to be buried within it nearer than eighteen feet from the enclosing fence. This yard is used by the residents of the ward, and a few interments are made in it of persons from the peninsula, on account of the privilege of burying in graves, which many persons consider most proper. In this yard are about twelve tombs.

The congregation Ohabei Shalom, the Israelitish Society of Peace, on the twenty-ninth of April, 1844, petitioned the city government for leave to purchase a portion of the East Boston Burying-Ground for a cemetery, but were denied; but having bargained for a lot of land in the fourth section of the island, they again

petitioned the Board of Aldermen for leave to use the lot so obtained, which was granted on the fifth of October of the same year. In the mean time, on the twenty-fifth of July, the society purchased the lot at the corner of Byron and Homer streets, one hundred feet square, and containing a little less than a quarter of an acre of land. The burials in this yard are entirely in graves, and the neat white gravestones, with Hebrew inscriptions, and now and then one partly in English, add much to the peculiarity of the cemetery. The lot is enclosed with a wooden fence, and in consequence of its remote distance from the thickly inhabited portion of the island is seldom visited. The order passed by the Board of Aldermen establishing this graveyard was in the following words:

"*Ordered*, That the trustees of the Israelitish congregation Ohabei Shalom (Friends of Peace) with their associates having purchased a lot of land No. 250 in Section 4 at East Boston, be and they are hereby authorized to lay the same out as a private burying-ground, they complying in all respects with the statute laws of the State and the ordinances of the City, and the rules and regulations of this Board, subject, however, at all times to the supervision of the superintendent of burial-grounds and the control of this Board."

Previous to the purchase of this lot the Jewish burials were either at Newport, R. I., or in South Reading, a neighboring town. The original ground laid out in 1844, not sufficing for the burials of the sect, which has much increased during the last few years, permission was given by the Board of Aldermen on the thirtieth of June, 1868, for an increase of the lot, which in consequence thereof has been enlarged on the southerly

side by the addition of another piece of ground exactly one hundred feet square.

With the exception of the tombs belonging to the various City Institutions at South Boston and Deer Island, and the graveyards at Castle and Rainsford Islands, there are no burial-places within the old limits of the city other than those described in these chapters, if the burial of early executed persons in the common and the harbor are made exceptions.

In the olden time burials were conducted in a very different manner from what they now are. When a death occurred in a family, it was generally made known very widely; and on the day of the funeral, the relatives and friends, far and near, assembled at the house of the deceased, and carried the body to the burial-ground, unless, as in many of the towns in the Plymouth Colony, there were places for burial upon the farms, which was not the case, of course, in Boston. As our fathers eschewed everything that resembled the church customs of their fatherland, no prayers nor particular services were had at the house or even at the grave; but after the funeral the mourners and their friends returned to the house, and there, if we can believe the charges in the old administration accounts, there sometimes must have been pretty high times. Instead of the prayers and addresses which are now part of the funeral ceremonies at houses, the prayers, and now and then a funeral sermon, were reserved for the ensuing Sunday forenoon religious services at the meeting-house. The first prayer made at a funeral in Boston is said, on good authority, to have been offered by Rev. Dr. Chauney, at the interment of Rev. Dr. Jonathan Mayhew, pastor of the West Church, who died on the ninth of July, 1766,

and was buried from the West Church on account of the great concourse who desired to pay respect to his memory by being present on the occasion. The assembly being in a meeting-house, it was deemed proper and expedient that a devotional exercise should be had; and this incident led to a custom which is now universal. The sermon which introduced the present custom of funeral sermons over the body was preached by Dr. John Clarke in Brattle Street Meeting-House, at the interment of Rev. Dr. Samuel Cooper, who died on the twenty-ninth of December, 1783, and was buried on the following Friday; which being the day the usual sacramental lecture was delivered in Brattle Street Church, and the body having been taken into the meeting-house on account of the great number of persons who desired to attend the funeral, Rev. Dr. Clarke, the junior pastor of the first church, who was to have preached the lecture, changed it into a funeral service, and thus set an example which has been much followed since. The sermons which are usually designated as funeral sermons were generally in early times preached, as before said, upon the Sunday after the funeral; although occasionally, by accident, the funeral sermon was preached at the time of interment, an exception to the general rule.

There were no hearses in the early days of the town. The coffin, which was generally of pine, hemlock, or cedar, and sometimes of harder and more costly wood, was usually stained black or red, and sometimes covered with black cloth; and this was ornamented with capacious hinges and a plate, all struck up into form from sheets of tinned iron, the plate being marked with black letters, neatly painted upon a planished surface. This

was carried by hand upon a bier to the grave, or tomb, as the case happened to be, by bearers, who were from time to time relieved by others who walked by their side; and these were followed by the mourners and friends, who walked two by two, man and woman, arm and arm, and boy and girl hand and hand together. After the funeral the bier was left standing over the grave ready for use when occasion should require. This custom prevailed till within a period which can be well remembered by our oldest people. The bearers were generally rewarded with a present of gloves, and sometimes scarfs, and the mourners had funeral rings of black enamel, edged with gold, bearing as inscription the name, age, and date of death of the deceased. Hearses were not introduced into Boston until about the year 1796, when, on account of the great distance of the burial-grounds from some parts of the town, their use became necessary. Carriages, for the women to ride in, were introduced into use not long afterwards, although the men continued to walk until the establishment of the suburban cemeteries.

Until the purchase of "Sweet Auburn," on the confines of Cambridge and Watertown, for a rural burial-place, very little had been done towards ornamenting and beautifying the graveyards in Boston and the neighboring towns; but since the establishment of Mount Auburn Cemetery, much has been done to expel from the old graveyards their forbidding appearances.

In late years, since the abolishment of burials in graves within the limits of the peninsula, the greatest number of interments have been made in the rural cemeteries, that at Mount Auburn being the oldest of those most generally used. On the twenty-third of June,

1831, the Massachusetts Horticultural Society, an institution of high standing and much usefulness, obtained an addition to its act of incorporation, conferring powers to dedicate and appropriate any part of the real estate which it then owned or should afterwards purchase, "as and for a Rural Cemetery or Burying Ground, and for the erection of Tombs, Cenotaphs, or other Monuments, for or in memory of the dead: and for this purpose to lay out the same in suitable lots or other subdivisions, for family, and other burying places; and to plant and embellish the same with shrubbery, flowers, trees, walks, and other rural ornaments," etc. The grounds taken for this purpose by the society was the land on the border of Cambridge and Watertown, known by the name of "Sweet Auburn," evidently derived from Goldsmith's delightful poem. Within this tract is an eminence, long known as Mount Auburn, whose summit is about one hundred and twenty-five feet above the level of Charles River, which flows gracefully by its southerly borders.

The whole lot now contains a little over one hundred and twenty-five acres, and was formally consecrated on the twenty-fourth of September, 1831. By an act of the legislature, approved on the thirty-first of March, 1835, Joseph Story, John Davis, Jacob Bigelow, Isaac Parker, George Bond, Charles P. Curtis, and others, were created a corporation, by the name of the Proprietors of the Cemetery of Mount Auburn. This and the Forest Hills and Mount Hope cemeteries have been the places for burial most used for interment by the people residing in Boston and its immediate vicinity.

In the year 1846, the necessity for another large rural cemetery similar to that at Mount Auburn becoming apparent, efforts were made in the then City of Roxbury,

which included at that time the present town of West Roxbury, for the establishment of a new public cemetery within the limits of that city. Hon. John J. Clarke, the first Mayor of Roxbury, made a communication to the City Council on the fifth of October of the same year, which contained the following suggestion: "At a time not very remote it will become necessary to procure other places of sepulture for those that shall die in the city. Mount Auburn is too distant, and but comparatively few feel able to procure lots there. I would therefore invite you to consider the expediency of purchasing a tract of land, (if one can be procured well adapted,) and laying it out in a proper manner, and appropriating it to the purposes of a cemetery for the use of all the inhabitants of the city, on such terms and conditions as shall be thought best; and also to take measures to make the existing cemeteries more respectable." The communication was referred to a joint special committee of the City Council for consideration. On the twenty-ninth of October, a public meeting of the citizens of Roxbury was held in City Hall, and resolutions were passed urging the purchase of the Seaverns' farm, in the west part of Roxbury. On the ninth of November, 1847, on motion of Alderman William B. Kingsbury, it was ordered, "that the Joint Standing Committee on Burial Grounds be, and they hereby are, authorized to purchase of Joel Seaverns, for a Rural Cemetery, a tract of land called the Seaverns farm, containing fifty-five acres, more or less, at three hundred dollars per acre": and at the same meeting an order was passed, directing a special committee to apply to the General Court for an amendment to the City Charter, authorizing the City Council to take the proper steps

necessary for instituting the new cemetery. An Act of the Legislature of the Commonwealth was approved on the twenty-fourth of March, 1848, authorizing the City Council of Roxbury to elect by joint ballot in convention a board of five commissioners for the term of five years, on the principle of rotation, to have the sole care, superintendence, and management, of a "Rural Cemetery," provided the act should be accepted by the City Council within thirty days after its passage. The act was accepted on the twenty-seventh of March, and the purchase of the land was made by deed dated the next day. The laying out of the grounds was commenced on the twenty-fifth of the ensuing April; on the twenty-sixth of June, the cemetery was named "Forest Hills" by ordinance, and on the twenty-eighth of the same month it was formally dedicated. Since the first purchase, the cemetery has been increased in size to about one hundred and thirty-three acres. On the annexation of Roxbury to Boston, it was deemed best that the Forest Hills Cemetery should be placed under a private Board of management, elected by the proprietors of the lots; consequently an Act of the Legislature was obtained on the twelfth of March, 1868, by which Alvah Kittredge, George Lewis, William C. Harding, proprietors of lots in Forest Hills Cemetery, their associates and successors, were made a corporation by the name of "The Proprietors of Forest Hills Cemetery," with the necessary powers and privileges, and subject to the usual liabilities and restrictions. The officers of the corporation by the act are seven trustees, and a treasurer and secretary; and the corporation were empowered by the act to hold real estate in West Roxbury to the extent of three hundred acres, and personal estate to

an amount not exceeding five hundred thousand dollars. The Act of Legislature was accepted by the proprietors on the twenty-third of March of the year it was passed. In consequence of the above transfer of the management of the cemetery, an order was passed by the City Council and approved by the Mayor on the thirty-first of March, 1868, authorizing the Mayor to execute, in behalf of the city, a conveyance of the lands purchased for this cemetery, and the City Treasurer to transfer and deliver the property obtained and acquired for said cemetery, which the city had acquired by the union of the two cities, to the proprietors of the cemetery; and the Mayor, on the day of the aforesaid approval, executed the deed, in accordance with the order.

Partially within the limits of Dorchester, near Hyde Park, and partly in West Roxbury is situated Mount Hope Cemetery, another of the rural places of burial established for the convenience of the citizens of Boston and of the neighboring cities and towns. This cemetery was originally laid out for burial purposes by a company of gentlemen who obtained an act of incorporation on the tenth of November, 1851. The grounds contain one hundred and four and three-fourths acres, and were consecrated for their present use on the twenty-fourth of June, 1852, by appropriate services. On the thirty-first of July, 1857, the cemetery was conveyed to the city for the sum of thirty-five thousand dollars; since which it has been under the management of a Board of five trustees, the City Registrar serving as secretary. A superintendent resides near the cemetery.

CHAPTER XIX.

BURYING-GROUNDS IN BOSTON HIGHLANDS.

The Three Cemeteries of the Highlands ··· The Old Burying-Ground, or Eliot Burying-Ground ··· The Ancient Cemetery of Roxbury, and Depository of the Remains of the First Settlers ··· The Dudley Tomb ··· Thomas, Joseph and Paul Dudley ··· Dudley Epitaphs and Anagrams ··· The Parting Stone on Eliot Square, 1744 ··· The Eliot or Ministers' Tomb ··· Ministerial Inscriptions ··· Oldest Gravestone ··· Samuel Danforth's Grave ··· Gravestone of Rev. Shearjashub Bourn ··· Curious Inscription on Gravestone of Benjamin Thomson ··· The Father of the Patriot Warren ··· The Warren Cemetery, Formerly the Property of the First Parish ··· St. Joseph's Cemetery, near Circuit Street.

The Boston Highlands, formerly the city of Roxbury, before annexation to Boston, contained three burial places: — the Old Cemetery at the corner of Washington and Eustis streets; the Warren Cemetery, near Warren street and Kearsarge avenue, established by the Society of the First Parish; and St. Joseph's Cemetery on Circuit street.

The first of these, known to antiquarians as the Eliot Burying-Ground, because the remains of the Rev. John Eliot were deposited within its bounds, is indeed an antiquated cemetery, and is situated at the corner of Washington and Eustis streets, about two miles in a southerly direction from State street, a short distance south of the old Boston and Roxbury line, making the northeasterly corner of the junction of the roads leading to Dorchester. In this spot the

people of Roxbury first selected their place for the burial of the dead of their town, and here were laid to rest the most notable as well as the most ancient of the original inhabitants of that old settlement. One cannot pass through this quiet yard without noticing upon the memorials there standing the names of persons distinguished in the early history of New England — although the custom of making interments in tombs has, in a great measure, prevented the appearance of many of the best known in the annals of the first years of the town. Fortunately the position of the resting-places of these have been carefully and reverently transmitted down to the present generation in the most authentic manner, and with the most scrupulous precision.

Until within a few years, this old graveyard has been most unwarrantably neglected; but now, instead of being overgrown with noxious weeds and unsightly bushes, as formerly, it presents a very different appearance, as though the taste and skill of the noted floriculturists of the neighborhood had been expended upon its once desolate and uninviting walks. The broken monuments have been repaired, the fallen stones have been uprighted, the weeds have been plucked, and the bushes cut down, and a great and favorable change has come over the old cemetery; for the enterprising citizens have somewhat redeemed the sepulchres of their fathers, and some have strewn them with flowers.

Within this walled ground lie all that was mortal of many of the worthiest men among our forefathers. Here were deposited the remains of the famous Dudleys, Thomas and Joseph, two ancient governors of Massachusetts, the first during the existence of the colonial charter, and the second after its dissolution; and Paul

Dudley, the noted chief justice, so well known for his liberally bestowed mile stones. Here, in a tomb, for ages almost unknown, lie the ashes of New England's famous apostle, the revered John Eliot; and here lie many of the former pastors and teachers of the old church of Roxbury. Until quite recently, none of these worthies have had inscriptions on monument or tablet, though written epitaphs in some instances have been preserved. Although Governor Thomas Dudley was renowned for his great strictness and integrity, and died at the age of nearly seventy-seven years, on the thirty-first of July, 1653, it is not to be supposed that any one had the temerity to place upon his sepulchral tablet (which has been taken from out of the monumental slab) the following traditionary epitaph:

"Here lies Tom Dud,
That sturdy old stud,
A bargain's a bargain
And must be made good."

It would be much more reasonable to believe that the following anagram and verses, sent to him a few years before his decease by some nameless author, might have been deemed worthy of such a purpose:

"THOMAS DUDLEY
Ah! old must dye.
A death's head on your hand you neede not weare,
A dying head you on your shoulders beare.
You neede not one to mind you, you must dye,
You in your name may spell mortalitye.
Younge men may dye, but old men, these dye must,
'Twill not be long before you turne to dust.
Before you turne to dust! ah! must! old! dye!
What shall younge doe, when old in dust doe lye?
When old in dust lye, what N. England doe?
When old in dust doe lye, it's best dye too."

What old Governor Dudley thought of the officious offering thus made to him, it would be very difficult in these far distant days to imagine; but it certainly must have set him to thinking, and undoubtedly diverted his mind to the thoughts of putting his house in order. Notwithstanding the fashionable custom of making anagrams of the names of distinguished people, which prevailed at the time he lived, it cannot be presumed that he adopted the above lines for his epitaph; for the following lines of his own composing were found in his pocket after death, and may be considered more appropriate for elegiac purposes, if any of his descendants should see fit to renew the memorial stone over the spot where his remains were first deposited:

" Dim eyes, deaf ears, cold stomach, shew
My dissolution is in view.
Eleven times seven near liv'd have I,
And now God calls, I willing die.
My shuttle's shot, my race is run,
My sun is set, my day is done.
My span is measur'd, tale is told,
My flower is faded, and grown old.
My dream is vanished, shadow's fled,
My soul with Christ, my body dead,
Farewell dear wife, children and friends,
Hate heresie, make blessed ends.
Bear poverty, live with good men;
So shall we live with joy agen.
Let men of God in courts and churches watch
O'er such as do a toleration hatch,
Lest that ill egg bring forth a cockatrice,
To poison all with heresie and vice.
If men be left, and otherwise combine,
My Epitaph's, 'I dy'd no Libertine.'"

Another epitaph written in Latin, probably by Rev. Ezekiel Rogers, the first minister of Rowley, in twelve

lines, is preserved, but will probably never be cut in stone.

The second Governor Dudley, Joseph, the son of his father's old age, died, on the second of April, 1720, also in Roxbury, where he passed the last remaining eighteen years a very eventful life. Perhaps his best epitaph could be extracted from his last will and testament:

"I bequeath my Soul into the hands of Almighty God, thro' Jesus Christ my Lord, in whom I trust for eternal Life, and my Body to be decently buried with my Father."

Paul Dudley, son of Governor Joseph, was chief justice of the Province of Massachusetts, and died on the twenty-first of January, 1750–51. He was buried in the tomb of his fathers; but his epitaphs are only to be read on the numerous mile stones that skirt the roads in Norfolk County. One of these, erected in 1744, may be seen near the Norfolk House, at the corner of Centre and Washington streets on Eliot square, bearing the following inscriptions on three sides of an upright stone:

DEDHAM.	THE	CAMBRIDGE.
RHODE	PARTING	WATERTOWN.
ISLAND.	STONE.	
	1744.	
	P. DUDLEY.	

This old Parting Stone has undoubtedly pointed the way to what was once considered the termination of civilization, and has given rest to the wearied limbs of many a foot traveller of the olden time, who has, while sitting upon the rough ashlar, blessed the memory of good, as well as just, Paul Dudley.

The tomb of this family is the first that meets the eye on entering the cemetery from Eustis street, and

may be readily distinguished, as recently some one has placed upon the monumental slab that covers it an oval of white marble, bearing upon it the name Dudley.

A little further on, to the right and left, is a cluster of half a dozen other tablets which cover the tombs of some of the magnates of old Roxbury. Among these, is "the ministers' tomb," and in it was buried old John Eliot the apostle, and the translator of the Bible into the Indian tongue. No epitaph commemorative of this good man can be found cut in stone by any of his contemporaries; but modern hands have restored the old monument, and cut upon its tablet the following:

HERE LIE THE REMAINS OF
JOHN ELIOT
THE
APOSTLE TO THE INDIANS.
Ordained over the First Church Nov. 5, 1632.
Died May 20, 1690, Aged LXXXVI.

ALSO OF
THOMAS WALTER.
Ordained Oct. 19, 1718. Died Jan. 10, 1725.
Aged XXIX.

NEHEMIAH WALTER.
Ordained Oct. 17, 1688. Died Sept. 17, 1720.
Aged LXXXVII.

OLIVER PEABODY.
Ordained Nov. 7, 1750. Died May 29, 1752.
Aged XXXII.

AMOS ADAMS.
Ordained Sept. 12, 1753. Died Oct. 5, 1775.
Aged LIV.

ELIPHALET PORTER.
Ordained Oct. 2, 1782. Died Dec. 7, 1833.
Aged LXXV.

In renovating this ancient monument, the outside of the old structure has been completely covered with a mastic coating, and upon one of its sides have been placed in prominent letters the words "Parish Tomb."

The oldest gravestone now to be found in the yard is that of Samuel Danforth, the oldest child of Rev. Samuel Danforth, the colleague of Rev. John Eliot. This boy was born on the seventeenth of January, 1652–53, and, as the old record informs with great exactness, "at nine o'clock at night," and was baptized at Boston by his grandfather, Rev. John Wilson, two days afterwards. The inscription is as follows:

:SAMUEL DANFORTH:
:AGED: 6 MONTHS:
:DYED: 22 D: 3 M: 1653:

The gravestones of several other children of Rev. Samuel Danforth, who died in infancy, are also to be found in the enclosure, and almost all of them are older than any original memorials to be found in any of the burying-grounds in Boston.

A few gravestones bear very curious inscriptions. That of Rev. Mr. Bourn of Scituate, who died in Roxbury, is as follows:

"Here lies buried the body of the Rev. Shearjashub Bourn, late Minister of the First Parish in Scituate, and son of the Hon. Melatiah Bourn, esq. of Sandwich, who died 14 August, 1768, æt. 69.

Cautious himself, he others ne'er deceived,
Lived as he taught, and as he taught believed."

Another stone records in a somewhat remarkable manner the death of an eminent person, who figured in Roxbury a little more than a century and a half ago, as a schoolmaster and physician:

" Sub spe immortali, ye
Herse of Mr. Benjamin Thomson
learned schoolmaster
& Physician, & ye
Renowned Poet of N. Engl.
obiit aprilis 13°, anno Dom.
1714, & ætatis suæ 72,
mortuus sed immortalis.
He that would try
What is true happiness indeed
must die."

In the back part of the yard, and perhaps in too humble a position to meet the eye of any but that of an antiquary, could once be found the almost forgotten gravestone of Joseph Warren, the father of the patriot of Bunker Hill fame. This memorial, which has been removed from its place within a short time, although the footstone has been left to mark the grave, states that he died on the twenty-third of October, 1745, in the sixtieth year of his age. The following account of his decease is taken from the Boston News-Letter:

Roxbury, October 25, 1745.—"On Wednesday last, a sorrowful accident happened here. As Mr. Joseph Warren, of this town, was gathering apples from a tree, standing upon a ladder at a considerable distance from the ground, he fell from thence, broke his neck, and expired in a few moments. He was esteemed a man of good understanding,—industrious, upright, honest and faithful; a serious, exemplary Christian; a useful member of society. He was generally respected amongst us, and his death is universally lamented."

This old yard does not seem to have been much used in late years, owing undoubtedly to the large number of rural cemeteries in the neighborhood. At a very little expense, this place so centrally situated, and upon one of the most public highways of Boston, might be made one of the ornaments of the city; and if the gate should be left unlocked, it would certainly be visited as much as

other burying-grounds, which serve for Sunday evening promenade grounds during the summer months.

The Warren cemetery was purchased and laid out by the religious society worshipping in the meeting-house of the First Parish of old Roxbury on the eighteenth of June, 1818, at a time when there were only three religious societies in the old town of Roxbury which then included the present town of West Roxbury. The lot was bought of Samuel Bugbee, of Wrentham, for one thousand dollars. It contains one acre, two quarters, and one rod, and was described as bounded as follows, viz: "beginning at the northwest corner of land belonging to the heirs of Doct. John Warren, deceased, running north thirty-three degrees east, one of Gunter's chains, and four links by the Great Road leading from Boston to Milton, to the south side of a great rock; thence south eighty-four degrees east, six chains and forty-five links to a corner in Samuel Weld's land; thence bounded easterly by said Samuel Weld's land, and partly by land belonging to the heirs of Doct. John Warren, as the wall now stands; bounded southerly, westerly, and south westerly, by land belonging to the heirs of Doct. John Warren, deceased, as the stone wall now stands, running in an irregular direction to the first corner by the road agreeable to a plan taken by Mathew Withington, dated April 21st, 1818." At a meeting of the pew proprietors of this society, held on the fourth of January, 1841, they voted to offer to the town the new burial-ground, without consideration, provided the town would accept the same; which was done on the fifteenth of the ensuing March. This cemetery is situated on a rising ground a short distance south of Dudley street, and in the centre of a district

bounded by this street on the north, Winthrop street on the south, Grenville street on the east, and Warren street on the west, from which it receives its name, and by which it is approached from the west through Kearsarge avenue, which once bore the name of Mount Vernon Place, and which is continued to Winthrop street on the south.

Southwest of Circuit street, and southeast of Fenwick street, between Shawmut and Walnut avenues, is situated St. Joseph's Cemetery, a large burying-ground belonging to the Roman Catholics. At a distance from Shawmut avenue, this presents a very prominent appearance, from the large number of white memorial stones which have been erected over the graves of its silent inmates, and on account of the special neatness and care with which its monuments have been arranged and preserved. This cemetery was laid out in 1847, and established by the city council on the seventeenth of December, 1849 by the following order:

"*Ordered*, That permission be granted to the Rev. Patrick O'Beirne, pastor of St. Joseph's Church in Roxbury, to establish a burial ground or cemetery within a parcel of land containing about four acres, and situated near the westerly end, and on the southerly side of Walk Hill street, being a part of the premises described in the deed of B. C. Evans to the Rev. Patrick O'Beirne, dated May 5, 1849, and recorded in the Registry of Deeds for the County of Norfolk, Book 136, page 310; Provided the regulations which have or may be established in conformity to the provision of the ordinance and orders of the city council in relation to the burial grounds and interments of the dead are complied with."

CHAPTER XX.

DORCHESTER BURYING-GROUNDS

The Seven Burial-Grounds in the Sixteenth Ward · · · The Old Burying-Ground, 1634 · · · Early Capen Gravestone · · · Very Ancient Horizontal Slabs · · · Enigmatical Inscriptions, 1644, 1648, and 1659 · · · Monument to General Humphrey Atherton · · · Curious Epitaph of William Poole · · · John Foster, the Ingenious Mathematician and Scholar · · · Tomb of Rev. Richard Mather · · · Elder James Humphrey · · · Lieutenant-Governor William Stoughton · · · Elder Hopestill Clap · · · Royall Family Tomb · · · Grave of Miriam Wood, the old School Dame · · · Deacon James Blake · · · Daniel Davenport, the Old Sexton · · · South Burying-Ground, 1814 · · · Dorchester Cemetery, 1848 · · · Roman Catholic Cemetery on Norfolk street, 1850 · · · Mount Hope Cemetery and Catholic Burying-Ground · · · Cedar Grove Cemetery, 1868.

Dorchester, now a constituent part of Boston, bearing, numerically speaking, the designation as the Sixteenth Ward, has seven burial-places; the Old Burying-Ground on Stoughton street: the South Burying-Ground on Washington street, near the Lower Mills; the Dorchester Cemetery on Norfolk street; the Roman Catholic Cemetery, also on Norfolk street; Mount Hope Cemetery, partly in Dorchester, on Walk Hill street; the Roman Catholic Cemetery, contiguous to Mount Hope Cemetery; and the New Cemetery recently laid out on Adams street, bearing the name of the Cedar Grove Cemetery.

During the first few of the earliest years of the town of Dorchester, as it is conjectured by antiquaries, the

place of burial was situated near where the first meeting-house was erected, in the vicinity of the corner formed by the junction of Pleasant and Cottage streets; but this spot could not have been long, nor much in use, for in November 1633, the fathers of the town agreed upon having a burying-ground on the corner of the present Stoughton street and Boston avenue, and on the third of March, 1634, they laid out for the purpose a lot of five rods square, the nucleus of the present cemetery, which contains about three acres of land. In this interesting spot were buried the forefathers of Dorchester, and here can be seen in good preservation the memorials which the filial piety of their posterity have placed in respect to their virtues and good names. Here can be found several gravestones bearing the earliest dates of any of the ancient inscriptions in New England; yet appearances are such as to give room for reasonable doubt as to their being of the extreme antiquity that their dates might lead incautious persons to infer. The oldest date is 1638; but the inscription is put upon the stone in such a manner as to give conclusive evidence that the sculptor's work was not performed earlier than the year 1653, and probably later than 1800. The inscription is as follows:

HERE
LIES THE BODIES OF
MR. BARNARD CAPEN
& MRS. JOAN CAPEN HIS
WIFE; HE DIED NOV. 8
1638. AGED 76 YEARS
& SHE DIED MARCH
2 6 1 6 5 3
AGED 75 YEARS.

In the neighborhood of this stone, near the corner of the two streets, are two very ancient-looking, horizontal

slabs, which are supposed to have been placed over graves earlier than those which bear inscriptions; and it is not unreasonable to believe, that the traditionary stories about their being placed there to prevent the disturbance of the dead by the wild animals, are correct.

On a small square horizontal slab of dark slatestone may be read two poetical enigmas, the subjects of which have baffled the skill of the very persevering and ingenious antiquaries and genealogists of Dorchester. This slab does not appear as old as its inscriptions indicate, and it may have been placed in the yard as late as the year 1659, when a similar inscription was dated, if not at a period somewhat subsequent to that. The inscriptions are:

ABEL · HIS · OFFERING · ACCEPTED · IS
HIS· BODY· TO· THE· GRAVE· HIS· SOVLE· TO· BLIS
ON · OCTOBERS · TWENTYE · AND · NO · MORE
IN · THE · YEARE · SIXTEEN · HUNDRED · 44

SVBMITE · SVBMITTED · TO · HER · HEAVENLY · KING
BEING· A · FLOWER · OF · THAT · ÆTERNAL · SPRING
NEARE· 3· YEARS· OLD· SHE· DYED· IN· HEAVEN· TO· WAITE
THE · YEARE · WAS · SIXTEEN · HUNDRED · 48

The third inscription, its stone not to be found, has been preserved by an ancient grave-digger, now resting from his labors beneath the turf of the same yard, and is as follows:

SUBMIT submitted down to dust,
Her soul ascends up to the just;
At neer ** old she did resign.
Her soul's gone to Christ, year '59.

The following inscription, on the large horizontal tablet placed over the remains of Major-General Humphrey Atherton, may without any doubt be considered as

old as the date connected with it. General Atherton was a man of considerable usefulness in the colony, having held many important offices, and at the time of his death was the incumbent of the highest military position in Massachusetts. He may be said to have died in the service of his country; for on returning home early on the morning after the sixteenth of September, 1661, from Boston Common, where he had been reviewing the troops, he came, in the darkness of the night, in collision with a stray cow, and was thrown from his horse and killed. He was buried with great pomp and display as is shown in his epitaph, which is carefully cut upon the stone under the image of a naked sword, the emblem of high military rank. The inscription is in capitals, and as follows:

Heare · lyes · ovr · captaine · and major · of · Svffolk · was · withall
A · goodly · magistrate · vas · he · and · major · generall
Two · trovps · of · hors · with · hime · here · came · svch · worth · his · love · did · crave
Ten · companyes · of · foot · also · movrning · marcht · to · his · grave
Let · all · that · read · be · svre · to · keep · the · faith · as · he · hath · don
With · Christ · he · livs · now · crownd · his · name · was · Hvmphrey · Atherton
He · dyed · the · 16 · of · September · 1661.

There are many interesting memorials in this yard. Those of Rev. Richard Mather and Rev. Josiah Flint, the first of whom died on the twenty-second of April, 1669, aged seventy-three years, and the latter on the fifteenth of September, 1680, aged thirty-five, are of the only early clergymen of the town. Of the ancient schoolmasters, there may be seen the gravestone of Mr. William Pole (or Poole, as it should be), a very aged man, who died on the twenty-fourth of February, 1674–75, aged eighty-one years. This old settler was in Dorchester as early as 1630, and subsequently was for

a while in Taunton, where he was a captain of the train band and a representative to the General Court. On his return to Dorchester he served in a double capacity, as town clerk and schoolmaster. Like many other remarkable persons, when his final days approached, he wrote his own epitaph, and his posterity had the same faithfully cut in capital letters upon his tombstone, as follows:

HERE - LIETH - BURIED - YE - BODY - OF
MR. WILLIAM - POOLE - AGED - 81 - YEARS
WHO - DIED - YE - 25TH, OF - FEBRUARY - IN
YE - YERE 1 6 7 4 .

Ye - epitaph - of - William - Pole - which - hee - hemself
made - while - he - was - yet - liuing - in - remembrance - of
his - own - death - & - left - it - to - be - ingraven - on - his
tomb - yt - so - being - dead - he - might - warn - posterity
or - a - resemblance - of - a - dead - man - bespeaking - ye - reader.
Ho - passenger - tis - worth - thy - paines - too - stay
& -- take -- a -- dead -- mans -- lesson -- by -- ye -- way
J - was -- what -- now -- thou -- art -- & -- thou -- shalt -- be
What - J - am - now - what - oods - twixt - me - & - thee
Now - go - thy - way - bvt - stay - take - on - word - more
Thy - staf - for - ought - thou - knowest - stands - ye - next - dore
Death - in - ye - dore - yea - dore - of - Heaven - or - Hell
Be - warned - be - armed - believe - repent - fairewell.

It is somewhat astonishing that stone-cutters of the olden time should not only misspell names, but make mistakes in figures; and yet so they did, as is strongly illustrated in the case of Goodman Poole. This carelessness often makes much confusion for antiquaries.

One of the most learned men in Dorchester was young Mr. John Foster, son of Capt. Hopestill Foster. This young man was educated at Harvard College, where he graduated in the year 1667. He was an universal genius; he was "the ingenious mathematician and printer" and schoolmaster. It is said of him that

he designed the "seal or arms of ye colony," the Indian with a bow and arrow, and the famous motto, "Come over and help us." He died on the ninth of September, 1681, aged only thirty-three years, and yet had accomplished much to keep his name in pleasant remembrance. "*Ars illi sua Census erat*—Skill was his cash."

One of the most noted tombs in the Dorchester graveyard, is that of Rev. Richard Mather, father of the distinguished Rev. Increase Mather, and grandfather of the remarkable Rev. Cotton Mather, and great-grandfather of the notorious loyalist and wag, Rev. Mather Byles. His inscription is upon a horizontal tablet, and is as follows:

D. O. M. SACER
RICHARDUS HIC DORMIT MATHERUS
(SED NEC TOTUS NEC MORA DIUTURNA)
LÆTATUS GENUISSE PARES
INCERTUM EST UTRUM DOCTIOR AN MELIOR
ANIMUM & GLORIA NON QUEUNT HUMARI

Diuinely Rich & Learned Richard Mather
Sons like Him Prophets Great Reioicd this Father
Short Time His Sleeping Dust heres couerd down
Not His Ascended Spirit or Rinown.
U. D. M. In Ang. 16. An. In. Dorc: N-A. 34 An.
Obt. Apr. 22 1669 Æt suæ 73

James Humphrey, one of the Ruling Elders of the Church, died on the twelfth of May, 1686, in his seventy-eighth year; and a poetic inscription, written in acrostic verses, was placed over his tomb, in the year 1731, when it was repaired by his grandson, Jonas. It is said of Elder "Humfrey," that a short time before his decease, he intimated a desire to be buried in the same vault with the Rev. Mr. Mather; but circumstances preventing, his remains were deposited in a grave near his beloved

pastor, in the westerly part of the old inclosure. The lines, written in the usual gravestone style, are as follows:

I nclos'd within this Shrine is Precious Dust,
A nd only waits for th' Rising of the Just.
M ost usefull he Liv'd adorn'd his station
E ven to old Age serv'd his Generation:
S ince his Decease tho't of with Veneration.

H ow great a Blessing this Ruling Elder he,
U nto this CHURCH & TOWN & PASTORS Three?
M ATHER he first did by him Help receiue,
F LINT he did next his Burthen much relieue:
R enown'd DANFORTH did he Assist with Skill.
E steem'd High by all: Bear Fruit untill
Y ielding to Death his Glorious Seat did Fill.

On the seventh of July, 1701, died Lieutenant-Governor William Stoughton, aged seventy years, one of the most useful men in the colony. He graduated at Harvard College in 1650, prepared himself for the ministry and preached awhile in England; was a member of the Council, Chief Justice of the Superior Court, and Lieutenant-Governor of the Province, acting as Governor many years. He is most favorably remembered for his benefactions to his Alma Mater, to which he gave one thousand pounds. A building that bore his name, but has now been superseded by another still retaining it, was built at his expense, and property was left by him for the support of poor scholars. He lies buried beneath an imposing tablet, which has been restored at the expense of the college, and upon which is a very learned Latin inscription, said to have been written by Cotton Mather, but believed to be a paraphrase of that of the renowned Blaise Paschal. It has been translated into English as follows:

HERE LIES
WILLIAM STOUGHTON, ESQUIRE,
Lieutenant, afterwards Governor,
Of the Province of Massachusetts
in New England,
Also
Chief Judge of the Superior Court
in the same Province,
A man of wedlock unknown,
Devout in Religion,
Renowned for Virtue,
Famous for Erudition,
Acute in Judgement,
Equally Illustrious by Kindness and Spirit,
A Lover of Equity,
A Defender of the Laws,
Founder of Stoughton Hall,
A most Distinguished Patron of Letters and
Literary Men,
A most strenuous Opponent of Impiety and
Vice.
Rhetoricians delight in Him as Eloquent,
Writers are acquainted with Him as Elegant,
Philosophers seek Him as Wise.
Doctors know Him as a Theologian,
The Devout revere Him as Grave,
All admire Him; unknown by All
Yet known to all.
What need of more, Traveller? Whom have
we lost —
STOUGHTON!
Alas!
I have said sufficient, Tears press,
I keep silence.
He lived Seventy Years;
On the Seventh of July, in the Year of Safety
1701,
He Died.
Alas! Alas! What Grief!

The gravestone of Elder Hopestill Clap (son of the noted Capt. Roger Clap, who commanded the Castle

in Boston Harbor many years under the colonial government, and whose gravestone is now standing in King's Chapel Burying-Ground in Boston) may be seen, with an inscription written by Rev. John Danforth, his pastor:

HERE LIES INTERRED YE
BODY OF ELDER HOPESTILL
CLAP WHO DECEASED
SEPTEMBER 2D 1 7 1 9
AGED 72 YEARS.

His Dust Waits Till The Jubile
Shall Then Shine Brighter then ye Skie
Shall meet & Join (to Part no more)
His Soul Thats Glorified Before
Pastors & Churches Happy He
With Ruling Elders Such As He
Present Useful Absent Wanted
Liu'd Desired Died Lamented.

The following inscription was placed over the grave of an ancient school-mistress, which may be noticed in the oldest part of the ground:

HERE LYES YE BODY
OF MIRIAM WOOD
FORMERLY WIFE TO JOHN SMITH
AGED 73 YEARS
DIED OCTOBER YE 19TH
1 7 0 6 .

A Woman well beloved of all
her neighbours from her care of small
Folks education their number being great
that when she dyid she scarsely left her mate
So Wise Discre[et] was her behaviours
that she was well esteemed by neighbours
She liv'd in love with all to dy
so let her rest [to] Eternaty.

A very long and excellent inscription may be found upon the tomb of the family of Royall, in which were

buried William Royall, of North Yarmouth, who died on the seventh of November, 1724, in the eighty-fifth year of his age; and of Hon. Isaac Royall, of Charlestown, who died on the seventh of June, 1739, aged sixty-seven years.

Another epitaph which is somewhat curious is in this old yard, so remarkable for its peculiar inscriptions, which were frequently made more plain by the hand of old Daniel Davenport, the sexton, and "Old Mortality," of Dorchester, and which have been preserved by a distinguished antiquary, who has made accurate copies of all within the cemetery, is:

Here lyes buried ye body
of Mr. JAMES BLAKE
who departed this life
Octr. 22d, 1732, Aged 80
years & 2 months.
He was a member in full
communion with ye church
of Christ in Dorchester
above 55 years, and a Deacon
of ye same Church above 35 years.

Seven years Strong Pain doth end at last,
His weary Days & Nights are past;
The Way is Rough, ye End is Peace;
Short Pain gives place to endless ease.

Perhaps this description of the Old Burying-Ground cannot be better closed than by giving the inscription on the stone standing upon the grave of the old sexton. This is furnished by Mr. Ebenezer Clapp, an eminent antiquary of Dorchester, who saw "Old Mortality" digging and preparing his own grave a third of a century ago. The old man, after delving in his profession about half a century, died at Dorchester at a very advanced

age; and at his decease was the oldest male inhabitant of Dorchester. The following is the inscription, which was written by his former pastor, Rev. Thaddeus Mason Harris, D. D., one of the most remarkable antiquaries and conscientious historians of the day, and who left two generations behind him to exemplify his industry and research:

This grave was dug and finished
in the Year 1833
by
DANIEL DAVENPORT,
when he had been Sexton
in Dorchester
twenty seven years,
had attended 1135 funerals,
and dug 734 graves.

As Sexton with my spade I learned
To delve beneath the sod;
Where body to the earth returned,
But spirit to its God.
Years twenty seven this toil I bore,
And midst deaths oft was spared
Seven hundred graves and thirty four I dug
Then mine prepared.
And when at last I too must die
Some else the bell will toll;
As here my Mortal relics lie,
May heaven receive my soul.

Mr. Davenport lived nearly a generation of years after he had thus prepared for his own burial; and during most of this time continued his avocation as sexton. He attended probably five hundred more funerals after digging his own grave, having his son William for a colleague the latter part of his life. Such were his feelings for the Old Burying-Ground that he lingered about it to the last, and regarded it as his own pleasant home,

as it had already been that of his worldly emolument. The following inscription tells the visitor when this old man ceased from his earthly labors, and when he was garnered into the field where he had laid to rest so many of his old acquaintances and fellow-townsmen:

He died December 24, 1860,
aged 87 years, 6 mos, 19 days.
He buried from March 3, 1806
to May 12 1852
one thousand eight hundred & thirty seven
Persons.

William Davenport, son of the old sexton, after he had buried twelve hundred and sixty-seven persons, died in the fortieth year of his age, and was gathered to his father.

The South Burying-Ground, which ranks second in age in Dorchester, is situated on Washington street, near the Lower Mills, and was established in 1814, the first interment being made on the twentieth of May of that year.

Rev. John Codman, D. D., who died on the twenty-third of December, 1847, at the age of sixty-five years, bequeathed to the Second Parish a lot of land for burial purposes on Norfolk street. This was consecrated as the "Dorchester Cemetery," on the twenty-seventh of October, 1848, the day that the remains of this distinguished theologian were removed from their original place of deposit to the family tomb within the enclosure. The first burial in the cemetery was made eight days previous.

The other burying-ground on Norfolk street originally contained about ten acres, but has been considerably enlarged. It was purchased on the twelfth of

August, 1850, of John Tolman, and has been used for the interment of Roman Catholics.

Mount Hope Cemetery and the Roman Catholic Burying-Ground near it have been mentioned in a former chapter.

In the year 1867, a rural cemetery was laid out by the town of Dorchester on Adams and Milton streets, near the Lower Mills. It is designated as Cedar Grove Cemetery, and contains a little more than forty acres of land. It is under the control and management of a board of five commissioners under the authority of a special act of the legislature, approved by the governor on the sixteenth of March, 1868, granting powers similar to those under which Forest Hills and Mount Hope have become so attractive as burial-places of the dead. This cemetery affords a very considerable variety of surface and material, and presents extensive and delightful views of the neighboring country and Neponset River, which flows by its southerly borders. In the process of its improvement a good degree of success has been attained in preserving the distinctive natural beauties of the place, while turning them to useful account in the general purpose for which the grounds are designed. The original cost of the land was about twenty-five thousand dollars, and since the commencement of the enterprise further sums to the amount of thirty thousand dollars have been appropriated for improvements. By the provisions of the act above-mentioned, a portion of the grounds was set apart as a free public burial-place for the inhabitants of Dorchester, the remaining portions to be sold in lots, and the proceeds devoted exclusively to the preservation and embellishment of the cemetery. Pro-

vision is also made for the application of trust funds to special purposes, and for the care of particular lots. The grounds are laid out in accordance with designs by L. Briggs, Esq., under the direction of William Pope, Henry J. Nazro, Nathan Carruth, Henry L. Pierce and Albe C. Clark, commissioners.

CHAPTER XXI.

HISTORY OF BOSTON COMMON.

Erroneous Idea that the Common Was Given to the Town ··· Bought of William Blaxton in 1634 ··· Removal of Blaxton to Study Hill, and his Decease in 1675 ··· Rate Raised for Paying for the Peninsula ··· Famous Deposition of John Odlin and Others in 1684 ··· The Deponents ··· Danger of Losing the Common ··· Common Land Reserved for Future Benefit of the Town ··· Establishment of the Common in 1640 ··· Title to the Whole Peninsula Obtained by Charter, by Purchase of the Indians in 1630, and of Mr. Blaxton in 1634 ··· Quitclaim Release of Charles Josias, alias Wampatuck, in 1685 ··· Town Orders Concerning the Common, and its Use for Pasturage of Cows and Sheep ··· Sale of the Common Land Restricted to the Consent of the Inhabitants ··· Cow Keeper, and Shepherd Appointed ··· Town Orders Against Abuses of the Common ··· The Probable Commencement of Internal Health Arrangements ··· The Improvement of the Common Confided to the Selectmen ··· Provision of the City Charter Respecting the Common, by which it cannot be Leased nor Sold by the City Council.

PERHAPS there is no part of Boston in which its citizens feel more pride than in its Common. This tract of about forty-five acres has from the early days of the town been the free and undisputed property of its inhabitants. Many persons have supposed that it was given to the town, but this is not true; for it was purchased of Mr. William Blaxton, he who was seated upon the peninsula when the colonists came to Massachusetts, and who so generously invited them to his hospitable abode, where so bountifully flowed the purest water from his living spring. For about four years after the removal of the colonists to Boston, they dwelt contentedly with

their host; and in the year 1634, the reverend gentleman, undoubtedly desiring a greater freedom and less interruption from company, or, as it has been said, that he might escape the lord-brethren of New England, as he had previously endeavored to avoid the lord-bishops of Old England—quitted his peninsula, or "neck," as it was anciently called, to the sole enjoyment of his guests, and departed to a place near Providence, called by him Study Hill, where he spent the remainder of his days with his family in quiet, and died on the twenty-sixth of May, 1675, just before the breaking out of the Narraganset war. Before leaving Boston, however, he sold all his interest in the peninsula, except in six acres, where his house stood, to the colonists, for thirty pounds. The money therefor was raised by a rate, as is shown by the following entry in the first book of the town's records, under date of the tenth of November, 1634:—"Item, y^{t} Edmund Quinsey, Samuel Wilbore, Willm Boston [Balston], Edward Hutchinson the elder, Willm Cheesbrough, the constable, shall make & assesse all these rates, vizt. a rate of 30£ to Mr. Blackston," etc. The following deposition, now printed from the original document, which is sanctioned by the well known autograph signatures of Governor Bradstreet and Judge Sewall, was taken in 1684 to perpetuate the evidence of the fact, as probably no deed was taken from Mr. Blaxton at the time of the release; and certainly none was ever recorded in the records of the county or colony (those of deeds commencing about the year 1640). The earliest entries in the town volume, previous to September 1634, have been irrecoverably lost; therefore if such a fact had ever been recorded by the town authorities, all evidence thereof

has been lost. This interesting document is in the following words:

"The Deposition of John Odlin aged about Eighty-two yeares, Robert Walker aged about Seventy Eight yeares, Francis Hudson aged about Sixty eight yeares, and William Lytherland aged about Seventy Six yeares. These Deponents being ancient dwellers and Inhabitants of the Town of Boston in New-England from the time of the first planting and setling thereof and continuing so at this day, do jointly testify and depose that in or about the yeare of our Lord One thousand Six hundred thirty and ffour the then present Inhabitants of s^{d} Town of Boston (of whome the Hono^{ble} John Winthrop Esqr Governo^{r} of the Colony was cheife) did treate and agree with Mr William Blackstone for the purchase of his Estate and right in any Lands lying within the s^{d} neck of Land called Boston, and for s^{d} purchase agreed that every householder should pay Six Shillings, which was accordingly collected none paying less some considerably more then Six Shillings, and the s^{d} sum̃e collected was delivered and paid to Mr Blackstone to his full content & satisfaction; in consideration whereof hee Sold unto the then Inhabitants of s^{d} Town and their heires and assignes for ever his whole right & interest in all and every of the Lands lying within s^{d} neck, Reserving onely unto himselfe about Six acres of Land on the point commonly called Blackstons point on part whereof his then dwelling house stood; after which purchase the Town laid out a place for a trayning field; which ever since and now is used for that purpose & for the feeding of Cattell; Robert Walker, & Wm Lytherland further Testify that Mr Blackstone bought a Stock of

Cows with the Money he rec^{d} as above and Removed & dwelt near Providence where he liv'd till ye day of his death.

"Deposed this 10th of June 1684. by John Odlin, Robert Walker, Franeis Hudson, & William Lytherland according to their respective Testimonye

"Before us

"S. BRADSTREET, Gou^{r}n^{r}.
"SAM SEWALL, Assist."

The original document has upon its back the following indorsement: — "John Odlin &c their depositions ab^{t} Blackstons Sale of his Land in Boston."

The foregoing instrument is of great interest, as it contains the evidence of the purchase of the peninsula of Boston, upon the testimony of four of the most ancient men of the town, three of whom lived to a very great age, and were among the last survivors of the first comers to the town.

Odlin was a cutler by trade, and died on the eighteenth of December, 1685, a little over a year after the deposition was taken. Hudson was the fisherman who gave name to Hudson's Point, and is said to have been one of the very first who landed on the peninsula from Winthrop's company; he died on the third of November, 1700, aged eighty-two years. Walker was a weaver, and died on the twenty-ninth of May, 1687, aged eighty-one years. Lytherland, being a supporter of Mrs. Ann Hutchinson in her peculiar religious dogmas, left the town and took up his abode at Newport, R. I., where he was for many years the town clerk, and where he died at an advaneed age.

The deposition of these aged men proves satisfactorily that the peninsula, and consequently the Common,

was bought and paid for by the townsmen; and it also shows that a portion of the town was set off as a training field very soon after the purchase.

The townsmen, however, by a narrow-minded policy, which took a sudden start one public lecture day, came very near losing the training field, the loss of which would have deprived the ancient cows of many a mouthful of sweet grass, and the present generation of their beautiful Common. It appears that the inhabitants of the town met after lecture on the eleventh of December, 1634, for the purpose of choosing seven men, to divide among themselves the town lands, then lately fully acquired by purchase of Mr. Blaxton; and, in order to carry out the affair secretly, they voted by written ballots. They undoubtedly wanted more acres for raising potatoes and cabbages. The result was, that they left out of office several of the chief men who had before managed the town's affairs as a Board (which had existed since the settlement of the town, and had probably been the origin of the Boston Board of Selectmen), Mr. Winthrop only having one or two spare votes, which saved his election. Mr. Winthrop would not accept office under the circumstance, and after the usual amount of talk, and at the solicitation of Rev. Mr. Cotton, the people agreed to go into another election on the next lecture day, which occurred on the eighteenth of the same month. The whole transaction is thus graphically related by Mr. Winthrop in his journal, under the proper date:

"This daye, after the lecture, the inh^{nts} of Boston mett to choose 7 men who should devide the towne lands among them. They chose by pap^{s} & in their choice lefte out Mr Coddington, & other of the cheife

men; only they chose one of the Elders & a Deacon, and the rest of the inferior sort, & Mr Winthrop had the greater number before one of them by a voice or 2. This they did as fearinge that the richer men would give the poorer sorte no great ꝑportions of lande, but would rather leave a great ꝑte at libᵗy for new comers and for coⁿon, wᶜʰ Mr Winthrop had oft ꝑsuaded them vnto, as best for the towne, &c. Mr Cotton & divers others were offended at this choyce, because they declined the magistrates: & Mr Winthrop refused to be one vpon suche an election as was carried by a voice or 2, telling them, that thoughe, for his ꝑte, he did not apprehende any ꝑsonall injurye, nor did doubt of their good affection towards him, yet he was muche grcived that Boston should be the first who should shake off their magistrates, espec Mr Coddington, who had been allwayes so forwarde for their enlargement; adding further reason of declininge this choyce, to blott out so badd a president. Whercupon, at the motion of Mr Cotton, who showed them, that it was the Lord's order amonge the Israelites to have all such business coⁿitted to the eldirs, & that it had been ncerer the rule to have chosen some of eache sorte, &c., they all agreed to go toe a newe election, which was referred to the nexte lecture daye."

At the time of adjournment, which occurred on the eighteenth of December, 1634, o. s., only four years after the settlement of the town, the townsmen passed the following at a general meeting called upon public notice:

"Inprymis it is agreed that Mr Winthrop, Mr Coddington, Mr Bellingham, Mr Cotton, Mr Ollyver, Mr Colborne, & Willᵐ Balstone, shall have power to divide

& dispose of all sueh lands belonging to ye towne (as are not yet in ye lawfull possession of any p̃tieular psons) to the inhabitants of ye towne aeeording to ye Orders of ye Court, leaving such portions in Common for ye vse of newe Comers, & ye further benefitt of ye towne, as in theire best diseretions they shall thinke fitt, —the Islands hyred by ye towne to be also ineluded in this Order."

Again on the thirtieth of Mareh, 1640, the following appears on the reeord:

"Also agreed vpon y^t^ henceforth there shalbe no land granted eyther for houseplott or garden to any pson out of ye open ground or Co͞mon ffeild wch is left betweene ye Centry Hill & Mr Colbrons end; except 3 or 4 lotts to make vp ye streete from bro. Robte Walkers to ye Round Marsh."

The estate of Mr. William Colbron was upon the street now called Boylston street, but which was anciently known as Frog lane; and Mr. Robert Walker's lot was upon the same street, but nearer Charles street. Mr. Thomas Oliver owned the lot on the corner of Tremont street (then called the High street), and the lots were in the following order from the eorner in the possession of Thomas Oliver, Richard Carter, Jaeob Leger, William Colbron (sometimes Colborne and Colburn), Edward Beleher, William Talmage, Robert Walker, William Briscoe, and Cotton Flack; the Round Marsh was west of the northerly end of Pleasant street.

The above quoted votes, for as such they are to be regarded, had a special referenee to the tract of land now called the Common; and it is certain that from the adoption of the last mentioned, passed in Mareh 1640, to the present time, it has been strietly observed, as far

as the present limits of the Common are concerned; and thus this tract has been kept under the control of the townsmen themselves, who have always been so jealous of their right to it that they have never surrendered it to the caprice of either town or city officers.

Before this purchase of Mr. Blaxton, the Massachusetts colonists had a good title to the soil through the charter of the Governor and Company of the Massachusetts Bay in New England, which passed the seals at Westminster on the fourth of March, 1628–9; and it is made certain by an instrument executed on the nineteenth of March, 1684–5, by the Indian Sachem "Charles Josias, alias Wampatuck, son and heir of Josias Wampatuck, sachem of the Indians inhabiting the Massachusetts in New England, and grandson of Chickatabut, the former sachem," that the peninsula of Boston was fairly bought of the Indians. In this instrument Josias, the sachem, gives the following as his reasons for executing a release of the land to the inhabitants of Boston:

"Forasmuch as I am Informed, and Well Assured from Several Antient Indians, as well those of my Council as others, That upon the first Coming of the English to set down and Settle in these parts of New England, my above named grandfather, Chickatabut, the Chief Sachem, by and with the Advice of his council, for encouragement thereof, upon Divers good causes and considerations him thereunto moving, Did give, grant, sell, alienate, convey and confirm unto the English Planters and Settlers, respectively and to their Several and respective Heirs and Assigns forever All that neck, tract or parcel of Land, scituate lying and being within the Mattachusetts Colony, in Order to

their settling and building a Town there, now known by the name of Boston, as it is Invironed and compassed by the Sea, or salt water, on the Northerly, Easterly, and Westerly sides, and by the Line of the Town of Roxbury on the Southerly side, with all the Rivers, harbours, Bays, Creeks, Coves, flats and appurt'ees thereunto belonging, As also Several other Outlands belonging to the said Town on the southerly and easterly sides of Charles River, and the Island called Deer Island lying about two leagues Easterly from the said Town of Boston between Pudding-point Gut and the broad sound, so called, s^{d} Island containing one hundred and sixty or two hundred Acres of Land, more or less, with the privilidge and appurtenances thereunto belonging, which said Neck and Lands have since been Distributed and granted out among themselves into particular Alotments and other Conveniences, and given, Alienated, and Transferred to and from one another, having been peaceably and quietly possessed, used, Occupied and Enjoyed, for the Space of about Fifty and five years last past by the said first Grantees, their heirs, Sueeessours and Assigns, And now stand quietly and peaceably possessed thereof at this day."

It thus appears that our forefathers obtained the soil by royal grant under the colony charter, and by purchase, first from the Indians about the year 1630, and seeondly from Mr. Blaxton, in 1634; and that as late as the year 1685 they obtained a confirmatory release of the whole peninsula and the surroundings. These ought eertainly to be considered as giving a good title; and the order of the thirtieth of Mareh, 1640, surely established the Common.

The old town records abound in votes and orders about this Common, as to keeping it clean, and preventing injuries to it. The following orders are important as well as interesting. They were passed on the eighteenth of the third month, May, 1646:

"At a Generall townes meeting vpon the Lawful warninge of all the freemen it is graunted y^t^ all the inhabitants shall haue equall Right of Comonage in the Towne. Thos who are admitted by the Towne men to be Inhabitants.

"It is ordered, y^t^ all who shall after the dat herof come to be an Inhabitant in ye Towne of Boston shall not haue right of Comonage, vnless he hier it of them y^t^ are comoners,

"It is ordered, y^t^ ther shalbe kept on the Comon bye ye Inhabitants of ye Towne but 70 Milch Kine.

"It is ordered, y^t^ ther shalbe no dry cattill, younge cattill or horse, shalbe free to goe on ye Comon this year; but on horse for Elder Oliuer.

"It is ordered, y^t^ noe Inhabitant shall haue power to sell his righte of comonage, but only to let it out to hire from year to year.

"It is ordered, y^t^ if any desire to keep sheep, hee may keepe four sheep in liew of a cow."

Perhaps there is more force in the following order, passed the same day, than has been generally noticed in it. It is undoubtedly the origin of all the votes and orders as well as clauses of city charters, preserving the power of control of the Common with the legal voters:

"It is ordered, y^t^ noe comon marish and Pastur Ground shall hereafter bye gifte or sayle, exchange, or otherwise, be counted vnto ꝑpriety w^th^out consent of ye major p^t^ of ye inhabitants of ye towne."

If the order of the thirtieth of March, 1640, established the Common, there can be little doubt that the foregoing perpetuated its existence. From time to time a person was appointed to "keep the cowes which goe on the Common," for which he had "two shillings and sixpence the head for every cowe that goes there"; and a few years later a shepherd was also appointed.

The following order, passed on the thirty-first of May, 1652, seems to indicate a great abuse of the Common, and perhaps also the streets of the town. Our ancient Selectmen were not very choice in the use of language, but the words of the record give a much better idea of old times than any substitute for them that can be made by the writer. The record is as follows:

"Att a meeting of all the Select men it is ordered, that noe person inhabiting wthin this town shall throw forth or lay any intralls of beast or fowles, or garbidg, or carion, or dead Dogs or Catts, or any other dead beast or stinkeing thing, in any hie way, or dich, or Common, within this neck of land of Boston, but ar inioynd to bury all such things that soe they may prevent all anoyanc vnto any.

"Further it is ordered, that noe person shall throw forth dust, or dung, or shreds of cloth or lether, or any Tobacko stalks, or any such things into the streats."

These orders were evidently the commencement of internal health arrangements, and may have had a good effect for some time; but it is very apparent that they must have been forgotten or overlooked, as it became necessary on the thirtieth of March, 1657, five years later, to make the following record in the town book:

"Whereas y^{e} Co$\bar{m}$on is att times much a$\bar{n}$oyed by casting stones outt of y^{e} bordering lotts & other things

y^t^ are offensine, Itt is therefore ordered, y^t^ if any person shall hereafter any way añoy y^e^ Coṁon by spreading stones or other trash vpon itt, or lay any earrion vpon itt, euery person so offending, shall bee fined twenty shillings."

It is very fortunate that some of the past city officers did not live in the olden time, else we should surely find in the old reeords grievous notiees of fines and punishments for covering the Common and malls with coal ashes and einders, and for murdering the beautiful shade trees that our fathers had so earefully and providently set out for our especial benefit and eomfort.

An important order was passed by the General Court of the Colony on the thirtieth of May, 1660, which put the use of the Common more directly under the eharge of the Selectmen of the town. The power granted to the Seleetmen is with modifieations now extended to a committee of the Aldermen. The reeord is thus:

"Att the motion of some of Boston inhabitants, it is ordered that the selectmen of that towne from tjme to tjme shall & hereby are impowred to order the improvement & feeding of their eoṁons w^th^in the neeke of land by such eatle as they shall judge meete, any lawe, vsage, or custome to the contrary notwithstanding."

The thirty-ninth section of the city charter contains the following:

"The City Council shall have the care and superintendence of the public buildings, and the eare, eustody and management of all property of the city, with power to lease or sell the same, except the Common and Faneuil Hall."

This prudent provision, founded in the foresight of the wise men who projected the eharter, has not been

entirely useless, for it has undoubtedly more than once saved the sale of land which justly belonged to Boston Common.

The early volumes of records teem with such entries as the above quoted; but the few specimens which have been given are sufficient to convey an idea of what was done in days long past in reference to the town's great breathing place.

CHAPTER XXII.

BOUNDARY, EXTENT AND FENCES OF THE COMMON.

Boundaries of the Common ··· Colonnade Row, the Old Haymarket, School House, Washington Gardens, and Long Acre ··· Centry Street, and the Old Town Institutions, the Granary, the Almshouse, the Workhouse, and the Bridewell ··· Hancock House, Copley House, etc. ··· Sea Fencibles ··· Fox Hill and Ropewalks ··· Hayscales and Pound ··· Frog Lane, Deer Park, and Foster's Corner ··· Fences, First Erected in 1635 ··· Styles and Gates ··· Fence Built in 1734, Burnt by British Soldiers for Fuel ··· New Wooden Fence ··· Size of the Common ··· Iron Fence Put Up in 1836 ··· Burial Ground Fence, 1839 ··· Deer Park, 1863.

Boston Common has been slightly curtailed of its original size. When first set apart as a training field, it extended easterly a short distance from the present line of Tremont street, covering the site of the houses in Colonnade row, and was bounded by Mason street. Its westerly boundary was the water of the Back Bay, for Charles street was not laid out until the year 1803. On the north it was bounded by Beacon street; the Granary Burying-Ground, and the land on Park street (anciently known as Sentry, or Centry street), having been taken from it,—the burial-ground in 1660, and the land on Centry street for the eleemosynary institutions of the town a short time later. The southerly boundary was by the estates on the north side of Frog lane (now Boylston street), which have since been purchased by the town, that part on which the Deer Park is situated

having been bought of William Foster on the sixth of October, 1787, and the burial-ground of Andrew Oliver, Jr., on the ninth of June, 1757. On the southwest the boundary ran by the westerly side of the burial-ground, and nearly in the course of Carver street to the water.

There are persons now living who remember when the land on which Colonnade row stands was a vacant space, except at the corner of West street, where the old grammar school-house stood,—the empty land being used chiefly for a haystand, and known as the hay-market. Further north, between West and Winter streets, was the mansion-house and estate of James Swan, subsequently known as the Washington Gardens, where was a noted amphitheatre or circus, opened for the purpose in July 1815; and still further north, opposite the present site of Park street meeting-house, was Long-acre (where formerly stood the old manufactory house, and near which was the building of the Massachusetts Bank), and which was so named because a noted coachmaker, Major Adino Paddock, from London (he who planted the elms in front of the Granary Burying-Ground), had, just before the revolutionary war, his workshop there.

Beacon street, easterly end, from School street to the State House, was laid out on the thirtieth of March, 1640, by the following vote: "Also it is ordered, y^{t} ye streete from Mr Atherton Haulghes to ye Centry Hill be layd out & soe kept open for ever." Mr. Hough resided at the south corner of School and Washington streets, consequently the foregoing order established the whole of School street as well as a part of Beacon street. The Granary Burying-Ground having been taken from the Common in 1660, and the land for the town buildings

soon after, and Centry street (now Park street) having been laid out, the Common lost a considerable portion of land. At the commencement of the present century, the old buildings alluded to were standing; and it may not be out of place to copy the following description of them and their location, which was written a few years ago for another purpose.

In the earlier days of the town, the lot was part of the now contiguous burial-ground, and was nearly at the extreme limits of the settlements, joining upon the Common. As time wore on, a street was laid out on the south side of the lot, extending to the Beacon or Sentry Hill, which took the name of Centry (or Sentry) street. Then, when the need came, a building eighty feet by thirty feet, for a public granary, was erected on the lot, and subsequently, in 1737, removed to the corner, its end fronting on the principal street. This was constructed of wood, with oaken timbers, and was intended to hold about twelve thousand bushels of grain, annually purchased, and stored by the agents of the town, and sold at a small advance to those whose exigencies required such a consideration. The old and gloomy looking building, used in its latter days as an inspection office for pot and pearl ashes, and also for nails, and finally as a mart for second-hand furniture, has not entirely passed from remembrance. It stood in its lot until the year 1809, when it was taken down to give place to Park street meeting-house.

Further up on the street were large brick buildings, called the Almshouse and Workhouse, and a smaller one of the same material, called the Bridewell, for disorderly and insane persons. The Almshouse, which stood on the corner of Beacon street, was erected in the year

1686, and was two-storied, with a gambrel roof and projecting gable; to this, in a subsequent year, was added a wing. Its use was confined to the aged and infirm poor. The Workhouse, a somewhat larger structure, about one hundred and twelve feet in length, with gables, and also two-storied, was built in the year 1738, and was exclusively appropriated to the vagrant, idle and dissolute of the town. The Almshouse and Bridewell were both standing when Bonner published his plan of the town, in 1722, and together with the Workhouse were in use until the completion of the Almshouse, since erected at Barton's Point, on Leverett street, and which was opened for occupancy at the close of the year 1800. Of course the buildings for the poor and dissolute were not on the site selected for the meeting-house, but on the adjoining lot of land, which extended to the corner of Beacon street, near the New State House, as the capitol was then generally styled.

At the close of the last century, the Sentry street of our fathers did not present so inviting an appearance as does the Park street of our own day. The old dingy buildings and the broken fences have disappeared, and stately houses have succeeded in their places. No more will the staid townsman nor the jocund youth, proceeding to the Common in wonted manner on election and Independence days, be interrupted by the diminutive hands thrust through the holes in the Almshouse fences, or stretched from beneath the decaying gates, and by the small and forlorn voices of the children of the destitute inmates entreating for money; nor will the cries of the wretched poor in those miserable habitations be heard calling for bread, which oftentimes the town had not to give. Those days are past, and

one would almost desire, when reading the record of those times, that the remembrance of them were gone also. But a great lesson of charity has gone with them; for how many of the benefactors of the town made their first essay in alms-giving when they unconsciously dropped their little coin into those outstretched hands!

Where the State House stands, and previous to the building of this edifice, the corner-stone of which was laid on the fourth of July, 1795, was once the cow pasture; and further west the stone mansion house and stable of Thomas Hancock, the uncle of the patriot; and further west were a few dwelling-houses, in one of which formerly dwelt John Singleton Copley, the distinguished artist; and subsequently the street was honored as the residence of General Knox and Judge Vinal, the former a good soldier and bookseller, and the latter a noted politician and schoolmaster who lived next to the governor. Until the year 1803, when Charles street was laid out, Beacon street run west as far as the water, where it terminated; and from this point, which was the northwest corner of the Common, was a row of large rocks (bowlders taken from the high land in the immediate vicinity), that extended westward to low water mark, undoubtedly as an indication of the boundary line of the Common. Just south of this point, not a great many years ago,—for persons who are not very old can well remember it,—stood the gunhouse of that indomitable nautico-military company, technically designated as the Sea-Fencibles, but known to the boys as the Sea-Dogs; for this gallant band, first organized during the Madison war, purported to consist of shipmasters, who had roughed it in their early days, and

buffeted for many a year the most boisterous billows of the briny deep.

On the west side of the Common was the low marshy land bordering upon the water, on part of which was Fox Hill, and on the flats of which in later days stood the five rope-walks, which the elder Quincy, in the first years of his mayoralty, removed with such marked improvement to the neighborhood.

The southwest corner was used not many years ago (commencing about the year 1803) by the town, and afterwards by the city, as a position for the south hayscales, which about the year 1811 had been moved there from their old position where Colonnade row now is. The pound and stables also stood in the same neighborhood, although in very early times the pound was kept near the Granary Burying-Ground. These incumbrances were banished from the Common not very long after the cows were deprived of their pasturage, which they and their predecessors had enjoyed since the days of their old benefactor, Governor John Winthrop. A short distance south of this corner was Ridge Hill, a lofty bluff, the last portion of which disappeared when the improvements were made in the vicinity of the Providence Railroad Station House.

The southerly side of the Common was anciently bounded by the rear of the estates on Frog Lane, portions of which, as has been shown, were purchased by the town and added to its territory, thereby recompensing in a degree the loss of that part taken from its northeast corner for the Granary and other purposes. Just east of the Central Burying-Ground, on the land bought of Mr. Foster, stood in former days the hearse-

house, and the gun-house of one of the artillery companies, one of the others being in Hull street and another at Fort Hill. In 1826 the gun-house was removed to a place just north of the Providence Railroad Station, where it was used several years by Dr. Winslow Lewis for a private lecture room for medical students. This same corner was used, about the time of the war of 1812 as an artillery park; and the deer park which now occupies the site of the gun-house was established in the fall of 1863, the deer having been put in possession of it on the ninth of October of that year. The estate on the south side of Boylston street at this corner, where Hotel Pelham now is, was long the residence of the Foster family; and that on the east side, where the Freemasons have erected their magnificent temple, the corner-stone of which was laid on the fourteenth of October, 1864, and the building dedicated on the twenty-fourth of June, 1867, was the site of the Head mansion house and garden. This corner of the Common was cut off and rounded by an order approved by the Mayor on the sixteenth of June, 1868; and, after the great widening of Tremont street, Hotel Pelham was moved nearly fifteen feet westwardly to its present position on the twenty-fourth of August, 1869, being four days in motion.

As early as the twelfth of March, 1634–5, the townsmen took order to have the "Town Fields," as they were termed, substantially fenced, with proper styles and gates; and on that day it was ordered, that — "All ye fenses to bee made suffieient before ye 7th day of ye second moneth [April 7th], and they to bee looked vnto by our brother Grubb & brother Hudson for ye New Feild, our brother Pennyman & brother Colborne, for ye feild by him, & our brother Penn & brother

Belcher for ye Fort Feild, brother Everill & brother Matson for ye Mylne Feild."

The following record respecting styles and gates is to be found in the town records, under date of the twenty-third of March, 1634–5.

"Imprymis it is agreed by geñerall consent y^t^ ye overseers of ye fences of ye severall feilds shall see to ye making of such styles and gates as may bee needfull for every feild, & o^r^ brother Wilbore to see to ye gate & style next vnto Roxburie, all of them to bee done before ye aforesd 7th day of ye 2^d^ moneth, ye styles & gates for common high wayes to bee made out of publique charge forth of ye constables hand, & ye pryvate styles & gates to bee made at ye charge vpon ye land in every feild ꝑportionablie for eidge fence vpon payne for every the feilde not soe done by ye 1 day of ye 3^d^ moneth, 20^s^ to bee forfeyted by ye o'erseers thereof."

Of the fields above mentioned, that near Mr. Colbron is supposed to mean the Common; and if so, it must have had a fence of some sort at that period. But in all probability there was nothing that could be really considered a permanent fence for the Common until about one hundred years later, when the first that is found definitely mentioned in connection with it was put up in the spring of 1733-4, the following vote being passed by the townsmen on the eleventh of March:

"Voted, That a Row of Posts, with a Rail on the top of them be set up, and continued thro' the Common from the Burying Place to Colo. Fitch's fence; leaving Openings at the several Streets and Lanes."

This fence was only on the easterly side; for the burial-ground alluded to was the Granary on the north side, and it has already been stated that Mr. Fitch's es-

tate (that purchased in 1756 and 1787) was at the Boylston street corner of Tremont street, on the south side. The streets and lanes, at which openings were left, were Hog alley (now Avery street, although for a long time it bore the name of Sheaf lane), West street, and Blott's lane (now Winter street). The westerly side needed no fence in the olden time, as it was bounded upon the water; and the northerly and southerly sides were protected by private estates and the public institutions already mentioned. Perhaps the fence was built at this time in consequence of the trees that had been, and were soon to be, planted on the easterly edge of the Common; for a few trees had already been set out in the neighborhood of the place contemplated for the fence, and it is evident that they had sustained some wanton injury, as the following vote was passed on the same day as that ordering the fence:

"And, in order to prevent further waste of the Trees in the Common,

"Voted. That there be allow'd and paid out of the Treasury a Reward of Forty Shillings to any Person that shall inform against, and convict, any Persons of cutting down or despoiling any of the Trees already planted in the Common, or that may be hereafter planted there. Also

"Voted. That the same Reward be given to those who shall convict any Person or Persons of breaking any of the Posts and Rails that shall be put up in the Common as aforesaid."

The openings into the Common appear very early to have been productive of evil, for the following entry appears on the record under date of the fourteenth of March, 1737–8:

"Whereas, at a Public Town Meeting the 11th March, 1733. It was Voted "That a Row of Posts with a Rail on the Top of them be set up and continued thro' the Common from the Burying Place to Colo. Fitch's fence, leaving openings at the several Streets and Lanes. And it being now represented, and complained of. That the Common is much broken, and the herbage spoiled, by means of carts &c. passing and repassing over it—

"Wherefore. In order to prevent this Inconvenience and Damage for the future

"Voted, That there be but one Entrance or Passage for Carts, Coaches &c. out of Common street, into the Common or Training Field, to be left open near the Granary, to go up along by the Workhouse to Beacon street; and that the other Gaps or Inlets aforementioned be closed up with Posts and Rails as the rest."

It is probable that the fence built in 1734 was that which supplied with fuel the camp fires of the British soldiers, quartered upon the Common during the time of the siege of Boston; for certain it is that the Common fence was thus appropriated by the destructive herd that desecrated meeting-houses, and defaced all kinds of private as well as public property during that eventful period of the history of the town.

The Foster pasture was not enclosed as part of the Common until the year 1795, when the following vote was passed on the thirteenth of May:

"Voted, That the Selectmen be directed to carry the mall to the end of Foster's Pasture, lately so called, and after widening the street the remainder of the land to be inclosed for the future use of the town."

The wooden fence, made of neat posts and rails, which was standing half a century ago, and which can

be remembered by so many, was undoubtedly the one that succeeded the older one destroyed during the revolutionary war; and was unquestionably built about the year 1784, when the great improvement was made to the Common by the subscription of generous townsmen. This fence, until the year 1795, was only on three sides of the Common, with another fence parallel to the portion on Tremont street; and between these was the great mall, so-called to distinguish it from the little mall (often known as Paddock's mall, or Paddock's walk), in front of the Granary Burying-Ground. The great mall was sometimes called the old mall in distinction of the present Beacon street mall, which was first known as the new mall. Not long after the laying out of Charles street in 1803, the fence was extended on the westerly side, thus completely surrounding the Common. It was constructed with square posts, upon which a four-inch joist was laid, with one corner uppermost,—a very uncomfortable seat for the boys, as many persons now living can testify with sorrowful memories,—and a slat was attached to the sides of the posts, like the side rails to many of the old turnpike bridges, to add to the efficiency of the fence. At last this gave way to the violence of the Great Gale on the twenty-third of September, 1815, when so much damage was done to the trees, fences and buildings in the town; and the Tremont street portion was again erected in October 1815, under the Superintendence of Charles Bulfinch, Esq., the famous Chairman of the Board of Selectmen, and the Beacon street portion under Abraham Babcock, Esq., in 1820, the vote for the last portion of it having been passed by the selectmen on the seven-

teenth of May, and a record of it made in the following words:

"The Chairman was authorized to make a contract with Messrs. John Cushing & Elisha Hunt to build a fence on the east side of the New Mall at the rate of fifty cents per foot running measure."

This last of the wooden fences, the one that so many can now remember, was built with square white oak posts with rounded tops, which were connected with two rows of eight-sided chestnut rails, painted with a light color. This fence edged upon the street gutter, there being then no brick sidewalk around the Common. The inner fence, along the Tremont street mall, was removed during the mayoralty of Hon. Harrison Gray Otis, who, after the removal of the cows from their ancient pasturage, saw no necessity for it. There had been in the olden time, on holidays, three rows of tents between these two fences,—the easterly row for candy-sellers, the middle generally for cake and bunn-venders, and the westerly row for the ancient election beverage, which was the freest liquid used on gala days.

When the last portion of the fencing was completed, the Common contained in area, exclusive of malls, forty-three acres and three quarters and ten perches by actual measurement.

In 1836, the present iron fence, 5,932 feet in length, was placed around the Common, partly by subscription, at an expense of $82,159.85, the great gateway opposite West street being subsequently placed there in 1857. A short time before the erection of this fence, an accurate admeasurement of the Common was made, and the malls which formed its boundaries were found to meas-

ure in length the following number of feet, namely: that on Park street, 437 feet; that on Tremont street, 1,685 feet; that on Boylston street, 700 feet; that on Charles street, 1,380 feet; and that on Beacon street, 1,565 feet, — making in all 5,767 feet, losing 165 feet at the various angles of their union, and by the contraction caused by the widening all the surrounding streets and the establishment of sidewalks.

The iron fence around the burial-ground on Boylston street, as has been before mentioned, was erected in 1839, and the iron wire fence around the Deer Park in the summer of 1863.

CHAPTER XXIII.

MALLS, PATHS AND WALKS OF THE COMMON.

Malls · · · Tremont Street Mall, and its Three Rows of Trees, 1728, 1734, and 1784 · · · The Great Gale of 1815 · · · Gale of September 1869 · · · Hancock Trees, 1780 · · · Great Improvements of 1784 · · · Beacon Street Mall, 1815, 1816 · · · Charles Street Mall, 1823, 1824 · · · Removal of the Poplar Trees in Park Street Mall, 1826 · · · American Elms in Park Street · · · Boylston Street Mall, 1836 · · · Walks and Paths · · · Ridge Path · · · Lyman Path · · · Long Path · · · Armstrong Path · · · Brimmer Path · · · Other Walks · · · Attempt in 1830 to Change the Name of the Common and Malls.

The Common is now entirely surrounded by malls, all of which have names derived from the streets that form their outer boundaries. That on Tremont street is the oldest, and was therefore originally named the mall; although subsequently, when there was a second one, it acquired the name of the great mall, and now, as there are several, it is called the Tremont street mall. Very early in the last century it had only two rows of trees, mostly English elms, with a few sycamores at the northerly and some poplars at the southerly end; the outermost of which was set out about the year 1728, and the innermost transplanted there about the year 1734; for on the eleventh of March, 1733–4, upon a motion made by Mr. Jonathan Williams, it was

"Voted, That the Row of Trees already planted in the Common be taken care of by the Selectmen from time to time, and that another Row of trees be planted there at a suitable distance."

This vote did not give satisfaction to some busybody of the town, who, on the twenty-ninth of the same month, proposed the following vote, which was passed: "Voted, That the additional Row of Trees which is to be planted in the Common, be set to the eastward of those already planted there." But this vote was never carried out; and on the third of April, next ensuing, the following record was entered upon the town's book:

"Voted to reconsider the vote for fixing the additional Row of Trees (to be planted in the Common) on the East side of those already planted. And upon consideration had

"Voted, That the additional Row of Trees to be planted in the Common, shall be, on the West side of those already planted there, from the Burying place to Mr. Sheafe's, and at such distance from the other Row, as the Selectmen shall think fit."

One of these old English elms that had braved the storms of one hundred and thirty-four years was taken down on the fourth of May, 1868, and its layers on being counted strictly corresponded with its age.

The third row of trees was planted in this mall in the fall of 1784, when the great improvement was made to the Common. All of these trees were carefully guarded by the townsmen, who occasionally passed votes at their town meetings instructing the Selectmen to take care of them. Many of them suffered from the great September gale of 1815, by being blown down; and, when placed again in an erect position, were defaced by being trimmed of a portion of their upper branches.

This tremendous gale, which will ever be memorable in the annals of Boston, occurred on Saturday, the twenty-third of September, commencing from the east,

about an hour before noon. At twelve o'cloek the wind changed to the southeast, blowing with an increased violence, amounting to a hurricane; but, fortunately, continued but a short time, shifting at about one o'cloek to a southwesterly direetion, when it eeased in its violenee. The damage to buildings was exeeedingly great. Several of the chimneys of the State House were upset, as were, also, about sixty others in different parts of the town. The steeples of the Old South, Hollis Street, Charles Street Baptist, and Park Street meeting-houses were mueh injured, and barely escaped being blown down. The roofs of several buildings were taken off, and a great destruetion of slates and window-glass ensued from the violenee of the gale. Seabirds were driven in quantities forty or more miles inward from the sea, and sea-swallows (eommonly known as Mother Cary's chickens) were seen in the vicinity of the wharves,—a cireumstanee never before known, as they are rarely seen within several leagues of land, their home being upon the deep waters of the ocean. One building was entirely blown down and burnt—the old wooden glass-house in Essex street; and the shipping in the harbor and at the wharves was very much injured. But we are told that the most impressive seene was exhibited on the Common and its immediate vieinity. Many of the old and stately trees which formed the old mall, and skirted the Common, were torn up by their roots and prostrated, earrying the fences with them; and several of the large elms of Paddock's mall shared the same fate, overturning a portion of the brick wall of the burial-ground. One of the trees of the old mall measured then seven feet and eleven inches in girth. The sycamores and elms fared alike. The trees which

suffered most were in the westerly row at the north part of the mall, and several were opposite the State House. It is remarkable that the older trees on the outside of the mall, which had been planted more than eighty years, withstood the tempest comparatively unharmed; while those in the most leeward row, and which were of younger growth, were prostrated, the wind at the time of its greatest violence coming from a southeasterly point. In a short time the trees were trimmed and raised to their places; and, though they made a sad appearance the remainder of the year, most of them lived, and have endured several hard blows since. The sycamores have, however, within a short time fallen a sacrifice to a blasting disease.

On Monday, the twenty-fifth of September, two days after the great gale, the Selectmen held a meeting, and among other minutes on their records is the following, which gives a sufficiently minute account of the damage to the trees:

"A very violent gale of wind having on Saturday last done great damage to the town in general, but particularly to the Common, by rooting up thirteen large trees in the Mall, & eleven in the line of Beacon street, & three by the burying ground in Common street, the chair informed the board that he had employed a number of labourers to replace them — they approved his proceeding, & appointed the chairman [Charles Bulfinch, Esq.,] & Mr. [Jonathan] Hunnewell to superintend the work."

Considerable improvement was made to the Common in consequence of this action of the Selectmen; for to this the towns-people were indebted for the new wooden railing described in the last chapter, which continued to

be serviceable until the days of Mayor Armstrong, when it was superseded by the present durable iron fences, erected in 1836. Besides raising up the trees which had been blown down, the vacancies that had been occurring for many years were supplied with new elm-trees of the American species.

On the eighth of September, 1869, fifty-four years after the great September gale of 1815, another not inferior in the amount of damage which it caused occurred in the afternoon, between the hours of three and five. Chimneys and steeples were blown down, and trees were uprooted. Several large trees on the Common were blown down, one of them measuring nine feet in circumference near the ground. The steeple of the meeting-house on the site of that originally erected for the fourth church was blown over, so as to turn upon a neighboring house and pierce it from roof to cellar, and its famous cockerel was put to a most dismal and terrific flight, that would truly have much astonished goodman William Cordwell, its cunning artificer, could he have revisited his ancient haunts, and witnessed the new exploit of his pet bird. On the occasion of this storm the Coliseum, which had given protection to so many during the jubilee week in the preceding June, was very much injured, and many steeples and vanes were seriously damaged.

Until within a few years, during the mayoralty of Mr. Otis, the southerly end of the Tremont street mall was covered with grass, the portion between West street and Boylston being very little used by promenaders.

Only a small portion of the northerly side of the Common had trees in the year 1780, and these were not set out with any degree of regularity; and in so poor a

condition were they then, that liberty was granted to Governor Hancock, in October of that year, to take up some of them, and put out new ones near his estate, a few of which with their wide-spreading branches are now to be seen.

Quite an agreeable change came over the Common in the year 1784, just as the town was beginning to revive from the effects of the revolutionary war, by which especially during the siege, as it has been called, it had suffered very much. Two persons, whose names should not be forgotten in this connection, were particularly active in procuring subscriptions, and in carrying on improvements that have characterized this as the period of the great improvement to the Common. John Lucas, Esq., the commissary of pensioners for Massachusetts, who resided and had his office in Orange street, which it must be borne in mind was that portion of Washington street extending from Essex street to Dover street, was one of these; and the other was Mr. Oliver Smith, a noted apothecary, who dwelt in Milk street, and kept shop in old Cornhill, now the north end of Washington street. Under the direction of these gentlemen, many of the low portions of the Common were raised, the holes filled up, the uneven places graded, the fences repaired, and a large number of trees set out, not only in the mall, but in various parts of the enclosure, particularly in the range of the ridge of high land leading from West street to the corner of Carver street. The amount of money subscribed at the time, and paid in, was £285 14*s.* 7*d.*, and the number of liberal contributors somewhat exceeded three hundred.

To this attempt to benefit the Common the town was indebted for the third row of trees in the Tremont street

mall, then known as the great mall and sometimes as the old mall, to distinguish it from the little mall (or Paddock's walk) and the new mall, which was that now called the Beacon street mall. On the occasion, the Selectmen, at a meeting held on the twenty-sixth of July, 1784, gave permission for the improvements, as is made evident by the following minute upon their records:

"Dr. Smith and others subscribers for planting another Row of Trees in the Common, & under the direction of the Selectmen, had liberty granted accordingly."

Since the year 1784, many trees have been set out upon the Common, forming the several malls and avenues which now give ornament to it. The mall on Beacon street was laid out during the years 1815 and 1816, the neighboring street being widened and straightened, the expense being defrayed from a subscription raised in the year 1814 for the purpose of defence against a contemplated attack from the British in the Madison war.

The Charles street mall was commenced in the year 1823, and completed in 1824, during the first year of the mayoralty of the elder Quincy; and in 1826, through the energy of the same gentleman, the old poplar trees which used to disfigure the Park street mall were unceremoniously cut down early one morning, and the beautiful elms set out in their place by his own hands. The two American elms, which formerly stood within the sidewalk of the same mall outside of the fence were very early placed before the old town buildings, which have been before alluded to as being situated upon Centry street. Several unsuccessful

attempts have been made to have these old landmarks of ancient days removed; and although one of these venerable shade trees has been obliged to yield to incorrigible fate, yet one of the twins of the forest still remains, defying the axe, as it has heretofore the storms and winds.

The Boylston street mall was extended across the burial-ground in 1836, two rows of tombs being closed for the purpose; and with this improvement the Common became for the first time entirely surrounded with malls.

Besides the malls which ornament the sides of the Common, there are many paths, or walks, which traverse it in various directions, chiefly as "short-cuts" from one to another of the several openings in the fence, at the approaches of the different streets and avenues that radiate from all parts of the enclosure. The walk leading to Carver street from West street gate (built under the direction of ex-Alderman Samuel Hatch) has for a long time been known by those frequenting the Common as Ridge Path, on account of the bluff-like appearance it formerly had on its westerly side. Lyman Path, with its magnificent trees, lindens, elms and maples, led from West street to Joy street openings. Long Path and Armstrong Path diverged also from the Joy street opening, the former leading to the corner of Tremont and Boylston streets, and the latter to Winter street; and Brimmer Path led from Winter street to Spruce street. Other walks than these have been variously designated by persons in the habit of passing through them. Why should not that which runs in a southerly direction from the Great Tree, and by the four Balsam Poplars or Aspens, be called Bigelow Path, in remem-

brance of the ex-mayor who planted the quivering-leaved trees beside it? and why not give the name of Quincy Path to the walk leading from the corner of Park and Beacon streets to West street, in honor of the venerable man who during the early years of his mayoralty did so much to improve the Common?

All the walks in the enclosure of the Common have had trees set out at their edges since the adoption of the city charter, it being the pride of the committees of each year to do something to beautify and adorn this favorite holiday resort of the citizens.

In 1830, about the time of the bicentennial celebration of the naming of the town, it was proposed, by persons who certainly could not have had much reverence for the past, to change the name of the Common and malls to "Washington Park." This endeavor, however, did not meet with public favor; and the old name, homely perhaps, but sufficiently good, has continued in use until the present day. May it never be recorded in our city annals, that such a folly as that then contemplated has been perpetrated; for it is sufficiently discreditable to Boston that the names of many streets, which once were the record of the munificence of the honored dead, have been unwittingly changed to gratify the vanity or please the fancy of modern innovators.

CHAPTER XXIV.

THE OLD ELM AND OTHER TREES ON THE COMMON.

Improvements by Mayors Quincy, Lyman and Bigelow ··· Trees on the Common ··· Trees Named and Labelled ··· The Great Tree ··· Its Great Age ··· Its Injury in 1860 ··· Its Rivals in Pittsfield and Brookline ··· Its Large Limb Used for Executions and the Hanging of Effigies ··· Phillips and Woodbridge Duel in 1728 ··· Called in 1784 Liberty Tree ··· Traditions about the Age of the Great Tree ··· Its Measurements in 1825 ··· Gold Medal Awarded for a Drawing of it ··· Its Measurements in 1844, 1855, and 1860 ··· Injury in 1831 ··· Great Cavity Noticeable in 1755 ··· Probable Cause of the Apparent Diminution of the Opening ··· The Cows upon the Common, and their Expulsion in 1830 ··· The Squirrels and their Disappearance ··· Iron Fence Around the Tree in 1854 ··· Inscription ··· Offshoot, a Sapling, First Appeared in 1859.

NOTWITHSTANDING the great improvements made upon the Common and mall in 1784, by Mr. Oliver Smith and others, ample room was left to their successors for continuing on in the good work. When Boston became a city, the responsibility of looking after this great holiday resort of its citizens fell to the mayor and aldermen, and they appear to have been ever mindful of the great trust committed to them. Mayor Phillips, perhaps, had as much as he could do during the year he held office — the first after the adoption of the city charter — in organizing the new government and putting its wheels in motion, without spending his energies upon the Common, which had already, and quite recently, received so much attention from the townsmen and their public servants, the Selectmen. He, indeed, dwelt beside the

enclosure, at the corner of Walnut street; but the contiguity of his residence to such a beautiful spot did not draw his attention from what, during his short administration, was of more consequence to the citizens, and which required the earliest care of those who were determined that the establishment of Boston as a city should not prove a failure, as was too frequently at that time predicted, and by very many desired; for, as it will be remembered, the new charter was accepted by only a majority of nine hundred and sixteen votes out of four thousand six hundred and seventy-eight cast, and many of the opponents of the project did not vote.

When the senior Quincy entered upon office, he brought with him a great energy of character, which has not been surpassed by any of his successors. It was his lot, also, to have a habitation near the Common; for he dwelt at the corner of Hamilton Place, and from his windows could see the mutilated buttonwoods, and the unsightly poplars, which so soon after his entering upon office fell victims to his good taste, and were supplanted by the stately elms in Park street mall. Mr. Quincy did not confine his labors to the part of the Common in his immediate neighborhood, but laid out the Charles street mall, and set out many of the trees beside the paths, as did also his successor, Mr. Otis, whose stately residence in Beacon street also faced the same. Other mayors in their time, especially Messrs. Lyman and Bigelow, looked out well for the trees. Mr. Lyman set out the magnificent rows which border the path that bears his name; and Mr. Bigelow, besides setting out the aspens, the solitary oaks, and the much abused arbor vitæ hedge on the music hill, absolutely saved from destruction a large portion of the trees in

the old mall, which were about to die in consequence of the great mass of hard Medford gravel that excluded moisture from their roots, which some of the early mayors, in their mistaken ideas of what the public good required, had heaped upon the mall to take the place of the soft green, natural carpet, over which so many times the towns people of earlier days had promenaded, and which the boys of the town had generally occupied as a playground. It may almost seem incredible, but it is true, that Mayor Bigelow, in his first year of office, removed from the malls more than six thousand cartloads of the disintegrated and decayed granite and of the smothering hard coal ashes, with which his predecessors had put back the growth of the trees very many years, and had absolutely killed a large number. One alone of the buttonwoods now remains to give ocular proof that trees of that species were once inmates of the mall.

Under the immediate superintendence of Mr. Sherburne, the city forester, Mayor Bigelow caused several hundred trees to be set out, and the decayed trees to be pruned, and their cavities filled up and covered with cement and canvas.

There are now on the Common about 1,300 trees; of which about seven hundred are American elms, about fifty English and Scotch elms, about eighty maples of many varieties, about seventy lindens, seventeen tulip trees, ten sycamores, eight oaks, four balsam poplars or aspens, and a large variety of other trees, among which is the Gingko tree, transplanted from the garden of the late Gardiner Greene, Esq., in the year 1835, when Pemberton Hill was taken down, and the present square bearing the same name was laid out.

Within a short time (in 1864), all the trees upon the Common have been scientifically examined by Dr. A. A. Gould, and their species ascertained; and upon some of the principal of them labels have been fastened, indicating their popular and scientific names, and the country where they are indigenous. Besides giving the names of the trees now growing upon the Common, Dr. Gould prepared a list of other trees which should be procured, and which would add to the beauty of the ground, and absolutely ascertained where such trees can be obtained. These, unquestionably should be procured and placed in various parts of the enclosure, from time to time, until as many different specimens of shade trees shall ornament the paths, hills and valleys as can be procured, and cultivated upon the soil.

Near the centre of the Common is situated the Great Tree, formerly one of the most noted objects of the town, and now a matter of great regard with the old inhabitants, who remember it among the earliest things that attracted their attention in early youth. But it will not do to pass by this noted elm with a simple mention of its place upon the Common. It has given shelter and shade to many generations that have passed away, and has braved the storms and gales of centuries. As far back as tradition can go, it was standing in its majesty and beauty; but it has been reserved for the present generation to witness its almost entire destruction.

It is not often that an occurrence of such small importance as the destruction of a tree will cause so much sorrow and regret as did the dismemberment of the Great Tree on Boston Common, which occurred on the twenty-ninth of June, 1860, at half-past six o'clock

in the evening. During the afternoon the appearance of the heavens had indicated a storm of no ordinary character, and indeed it came, and few will ever forget it, for the injury it has done.

The great fall of water, together with an uncommon gust of wind, broke down the limbs of many trees throughout the city, not even sparing those of Paddock's mall which had then so recently escaped the threatening axe. The Great Tree, the pride of Bostonians, and perhaps the most noted of its kind on the continent, suffered with the others; and after standing for centuries, the oldest of the traditionary relics of the days of our forefathers was in a few moments stripped of its beauty and its magnificent proportions, to linger out a maimed and displeasing existence, the evidence only of the violence of the storm which had so mutilated it. The amount of injury the tree sustained was great. Its beauty has been destroyed without hope of renewal; and it was the skill only of Mr. John Galvin, the city forester, that saved the part that now remains standing; he using eight cart-loads of material to fill up the cavity in the tree.

As soon as the storm abated, the rumor that "The Old Elm Tree is blown down" spread rapidly through the city, causing hundreds of citizens to go to the spot and see for themselves. To their regret, they found the rumor but too true; and very many who visited the locality of the venerated tree secured portions of the fallen limbs, to preserve among the choicest of the relics of the olden time.

Much has been said and written about this noted elm, the product of our own indigenous forests, but it has had its rivals; among which has been the far-

famed elm of Pittsfield, remarkable for its gigantic height, and for having a trunk one hundred and fourteen feet high below its first branch; and the Aspinwall elm in Brookline, famous for its enormous and wide-spreading roots, and for the great size of its trunk. But both of these, also, have been deprived of their glory, and by storms that have passed harmlessly by the Boston elm; and both have been taken down, and are now no longer its rivals.

Although the tree had attained a great age, and uncommon size, it was more for its beautiful proportions and graceful limbs than for age or size that it gained its notoriety with those who had paid particular attention to trees; and the associations connected with its history will always keep it in remembrance. Upon its largest limb, now gone, it has been supposed that some of the early executions in the colony took place, and it is certain that during the revolutionary struggles of America this tree was one of the places of constant resort of the Sons of Liberty, who frequently caused it to be illuminated with lanterns on evenings of rejoicing and on festal occasions. It also served the purpose of exhibitions of popular feeling and indignation, for many has been the tory who has been hung in effigy from its branches. Perhaps on this account it acquired the name "Liberty Tree," which it bore in 1784 (the tree originally bearing the name having been taken down), as it is designated on a map of Boston engraved that year. Very near this tree occurred, on the third of July, 1728, the duel between Benjamin Woodbridge and Henry Phillips, alluded to in a previous chapter; and beneath its branches have been enacted many a scene of youthful

valor, in days long past, on the holidays of Election and Independence.

It would be difficult to assign to the tree even an approximate age; for, like the good old ladies so often read of, it has kept its own secret locked up closely within its own heart. It has been known, however, as far back as tradition can go, and is represented upon the oldest map of the town known to exist, and which was engraved in the year 1722, ninety-two years after the settlement of the peninsula, and then was of sufficient size to have attained distinction. It is reasonable to believe that it was growing before the arrival of the first colonists. A tradition has existed in the Hancock family, passed down by Mrs. Lydia Hancock, wife of Thomas, who built the house where his nephew, the governor dwelt, that her grandfather, Hezekiah Henchman, set out the tree when he was a boy; which would have been about two hundred years ago, as his father, Daniel, the old schoolmaster, left Boston as early as 1674. Other accounts from the Henchman family give the honor to the old schoolmaster, who wielded the sword as well as the birches, — for he commanded the famous artillery company, and served in King Philip's war in 1675. The last tradition says that the tree was set out as a shelter for the company. If this was the case, he was more provident than his successors, none of whom would have planted a tree — though as Dumbiedikes said, it would grow while men were sleeping — with such a long prospective view ahead, and in such a place as the tree has grown in. Besides, more than one hundred and ninety rings can easily be counted in the great branch that was broken off in 1860, and which must cer-

tainly be several years younger than the tree itself, which alone carries back that portion of it to a period as early as the Hancock tradition can with any certainty go; and, if any reliance can be placed in traditional lore, which is extremely doubtful, we must believe that the Quakers and perhaps Ann Hibbens, the martyr of the witch delusion, were hung from its bough, the former in October 1659, and the latter in June 1656, when it certainly must have been more than twenty-six years old, and if so was growing in 1630.

The first measurement of the great tree of which any account was made was taken in 1825, at the request of some person residing in New York. The dimensions were accurately noted on the second of April, 1825, and were as follows: Height sixty-five feet, circumference twenty-one feet eight inches at two feet six inches from the ground, and the branches extended in diameter eighty-six feet. At the time, it was said, that "this pride of our Common is pronounced by judges to be as handsome in form as it is large in size and venerable in age, and it may be worth the remark, that notwithstanding all the buffeting it has received from storms and hurricanes for more than a century, its original beauty and symmetry have not been impaired, although it has at times lost many of its branches." At this time a gold medal was offered for the best painted picture of it, and several were made, and in May the medal was awarded and sent to Mr. H. C. Pratt, the successful competitor.

In 1855, the tree was very accurately measured by the City Engineer, who recorded the following dimensions: Height, seventy-two feet six inches; girth, one foot above the ground, twenty-two feet six inches;

girth, four feet above the ground, seventeen feet; average diameter of greatest extent of branches, one hundred and one feet. Other earlier measurements, by George B. Emerson, Esq., and Prof. Asa Gray, in 1844, show that the tree had not ceased to grow as long as it stood. The latest measurement, taken by the writer a few months before its mutilation, gave twenty-four feet girth at the ground, eighteen feet three inches at three feet, and sixteen feet six inches at five feet, showing an increase of only about five inches in girth in sixteen years.

The storm of 1860, which so mutilated the tree, was not the only storm which injured its great branches. In the summer of 1832 it was much injured by the violence of a storm, and its largest limbs were so much cleft asunder as to allow them to rest their branches upon the ground; but they were subsequently, at much cost and labor, restored to their former position, and were sustained in place by iron bolts and braces. By the gale of September, 1869, a large limb, measuring forty-two inches in circumference, was torn from this tree, thus gradually destroying its original beautiful proportions.

Many of the older inhabitants can well remember when there was a cavity in its trunk sufficiently large to allow boys to secrete themselves within it. This was very noticeable in 1755, when a picture was made of it in needlework; but this has almost entirely disappeared, being partially closed up by the good treatment and care which have been given to the tree, and partly from the raising of the soil at its roots. This opening was on the northwest side, and there is also a smaller one, now apparent, on the westerly side.

When the cows were tenants of the Common, having acquired the right of pasturage by a vote of the townsmen, passed in May 1660, empowering the Selectmen "to order the improvement and feeding of their common by such cattle as they shall deem meet," they were accustomed to shelter themselves beneath the wide spreading branches of the Great Tree from the burning sun, and to cool their heated hoofs in the damp marshy ground around its prominent and far stretching roots. Consequently the immediate proximity to the trunk of the tree was extremely muddy, and not fit to be a proper place for promenade and shelter in inclement weather for the pedestrians. Many attempts were made, in vain, to expel the quadrupeds from their old haunts, which the right of eminent-domain, and the annual tax of two dollars, had for many years secured to them; but they kept their place, and enjoyed their rights and liberties. The new state of things, when Boston became a city by an act of the legislature, signed by Gov. Brooks, on the twenty-third of February, 1822, adopted by the townsmen on the fourth of March of the same year, and announced by the proclamation of the governor on the seventh day of the same month, completely subjected the poor beasts, as well as their owners, to the mercies of a new regime. The gentle Phillips, the first mayor, who was elected to office on the sixteenth of April, 1822, and inaugurated on the first of May, being as much a lover of true liberty as his gifted son, let the creatures alone during his twelve months of service in the curule chair; and it was not until the iron will of his successor, Judge Quincy, who was transferred from the bench of the Municipal Court to the Municipal Chair, raised the price of pas-

turage from two dollars to ten, that a visible change was made in the quality and quantity of stragglers upon the Common. It remained, however, for the third mayor, Hon. Mr. Otis, noted for his politeness, and winning ways, to remove the trouble, as it was considered by those who were wont to perambulate the numerous by-paths and byways of the old common land, or cow commons, as it might have been called in the days of our forefathers. On the tenth of May, 1830, the order was passed that banished the four legged gentry from their green pasture, and shady retreat under the old elm. Consequent to this came the raising up of the ground-level around the foot of the tree, and the conversion of the marshy soil into dry land. Heaps of material were thrown upon the widely extending roots, and the damp places were made dry; and with these changes the hole in the tree almost disappeared, and very nearly the old tree, our ancient friend, came to terminating its vegetative existence; for its growth was checked, and its once luxuriant foliage began to wilt, and exhibit unequivocal signs of death. The subsequent removal from the tree of this ungenial mass of debris, which had been placed around its roots made room for the good soil which replaced the poor stuff, and again the Great Tree began to show its pristine vigor; and the filling up of the low places between the great roots, together with the healing process of nature, diminished the apparent size of the great hole in the trunk, which had so often been the hiding-place of boys, in their sports and pastimes.

In the summer of 1854, Mayor Smith,—he who introduced the squirrels that drove away the birds, and afterwards disappeared during the winter of 1864—paid considerable attention to the Old Tree. He had

it pruned and cared for, and placed around it an octagonal iron fence, which bears upon an oval tablet secured to the gate the following inscription:

THE OLD ELM.

THIS TREE HAS BEEN STANDING HERE FOR AN UNKNOWN PERIOD. IT IS BELIEVED TO HAVE EXISTED BEFORE THE SETTLEMENT OF BOSTON, BEING FULL GROWN IN 1722, EXHIBITED MARKS OF OLD AGE IN 1792, AND WAS NEARLY DESTROYED BY A STORM IN 1832. PROTECTED BY AN IRON ENCLOSURE IN 1854.

J. V. C. SMITH, MAYOR.

When the Great Tree was measured in the spring of 1860, an offshoot was discovered, which had recently, in 1859, started from one of the roots on the westerly side of the main tree. This shoot is still alive, measuring over twelve feet in height, and about thirteen inches in circumference a short distance above the ground, and appears to have received due attention from those who have since that time had charge of the Common. Just where it emerges from the soil, there is a considerable cavity in the old tree; and it would not be surprising if the young tree, vampire-like, were to grow and flourish on the life-sap of its parent; and if care is continued to be given to it, it may hereafter succeed its parent and become as noted in coming centuries as has its distinguished progenitor.

CHAPTER XXV.

TOPOGRAPHY OF THE COMMON.—EXECUTIONS.

The Training Field ··· The New Parade Ground ··· Ropewalks ··· Charles Street Laid Out ··· Light Horse and Boston Cavalry ··· Hills on the Common ··· Powder House Hill ··· Old Windmill ··· Fortifications ··· Old Block House Burnt ··· Fox Hill and Old Windmill ··· Marsh ··· Ridge Hill ··· Washington Hill and Smokers' and Music Circles ··· Bigelow's Evergreens ··· Ponds ··· Frog Pond ··· Shehan's Pond, and Shehan's Execution in 1787 ··· Cow Pond, or Horse Pond ··· Wishing Stone ··· Moll Pitcher ··· Fortifications and Barracks of the British during the Siege ··· Measurements of the Common in 1851 ··· Executions on the Common ··· Petitions against Hanging Tnlley on the Common Granted ··· Public Executions Terminated in 1826.

In the olden time the whole of the Common was used as a training field, and on the annual muster day it presented a lively scene; for all the trainbands of the county were there, and nearly all of the towns-people also. On this occasion, and more especially on the more noted holidays, it was well lined with booths and tents for the sale of a great variety of eatables as well as drinkables, the peculiar designations of many of which have disappeared from use, and have become almost forgotten, except when some one of the old school ventures to speak of them. The line on muster days was formed a short distance west of the inner wooden fence of the Tremont street mall, and usually extended from Park street to the Central Burying-Ground, there being then no trees to interfere with

the military movements. In those days the sham-fights, which took place in the afternoon, succeeded the morning review, and were performed near Charles street, on the site of the present parade ground. The part of the Common near Charles street was, until quite recently, a damp place, and was known to our fathers as "the marsh at the bottom of the Common." While Hon. Thomas P. Rich was chairman of the committee on the Common and malls, not many years ago, this marsh was laid out for its present purposes, preceding committees having done much to fill up the hollow places with oyster shells, coal ashes, and the dry dirt collected from house to house in the city carts. Indeed, in the last days of the town government, the scavengers used to bury the swill, which they took from the tenements, in holes dug for the purpose in this part of the Common, and continued this unhealthy practice until the establishment of the great piggery at the old House of Industry, at South Boston Point.

Until the first of September, 1794, the Common on the west extended to the water of the Back Bay, the town on that day having voted to Isaac Davis and others a portion of the land west of the present Charles street, for the erection of six ropewalks. Within two years of this date, a sea-wall was built from Beacon street to Boylston street, and six ropewalks erected, which were burnt on the eighteenth of February, 1806; and five more were built in their places, and four of them again destroyed by fire on the thirteenth of November, 1819, and rebuilt. In 1803 the town voted to complete one hundred feet of a new street leading from Pleasant street to Beacon street, parallel with the ropewalks. This was shortly afterwards done, but the street was

not finished until many years afterwards; for, on the sixteenth of August, 1820, "the Committee on the Common was instructed to build a road from Pleasant street to Fox Hill." The first foot-walk was made in consequence of the following vote passed by the Selectmen on the eleventh of June, 1812:

"The Chairman [Mr. Charles Bulfinch] & Mr. [Ebenezer] Oliver were empowered to have the street next the ropewalks at the bottom of the Common raised so as to form a foot walk six feet wide, with a row of timber on each side, & filled between with gravel, as a further security against high tides."

Soon after this the fence on Charles street was built, and, in the first year of the mayoralty of the elder Quiney, the mall was laid out, and its trees planted.

At the close of the last century, this portion of the Common was frequently used by the volunteer soldiery. On the twenty-third of May, 1787, "the selectmen allot for the Light Horse the west part of the Common to the beach for exercising the horses." It was then bordered eastwardly by a ditch, dug there for draining the marsh, of which it was a part. In October 1797, a similar request, made by Capt. Rufus G. Amory for the Boston Cavalry, was refused.

Not many years ago the South Hayscales were kept on the southerly end of the Parade Ground, having been moved there in 1812; but these were removed when they appeared to be no longer needed; and it was determined to preserve the westerly portion unencumbered for the use of the soldiers. The order which established the Parade Ground was passed by the Board of Aldermen on the eighteenth of October, 1852, in the following words:

"Ordered, That the Committee on the Common and Public Squares be instructed to have graded forthwith that part of the Common along Charles street, from Beacon to Boylston streets, in conformity with a plan proposed by the City Engineer, for the purpose of keeping the same open as a parade ground, — free from trees or other obstructions."

Therefore it has since been kept clear of trees, which would have greatly interfered with military evolutions. During the summer of 1869, the Committee on the Common, under the chairmanship of Benjamin James, Esq., Chairman of the Board of Aldermen, has caused the northerly portion of the Parade Ground to be put to grass, and that portion of the Common has been much improved in appearance in consequence thereof.

Of late years the Parade Ground has become the favorite place for athletic exercises and games, and for the display of fireworks and balloon ascensions on public holidays.

From the earliest days of the town, four hills were perceptible upon the Common. Three of these had distinguishing names: Powder-House Hill, Ridge Hill, and Fox Hill; but the fourth was not of sufficient prominence and note to have gained any proper designation, and has only come to any degree of distinction within the present century, and more particularly within the last fifteen years. These hills, with their intervening valleys, break up the otherwise disagreeable evenness of the enclosure, and add much to the picturesque appearance of the Common; and all of them have interesting associations connected with the history of the town.

Powder House Hill, more recently called Flag-staff Hill, — until the flag-staff was removed to Music Circle

Hill, when the abortive attempt was made to erect a Soldiers' Monument, and the foundations therefor were laid and buried up in 1866, — was situated in what was the central part of the Common, before Charles street was laid out. It is to be seen delineated in all the ancient maps of the town, and was from very early times appropriated, as its name indicates, for a site for the town's powder-house. In ancient times, as far back as 1652, Ensign James Oliver and Sergeant Peter Oliver had liberty to set up a mill upon its top. During the occupation of the town, in the war of the revolution, by the British troops, this hill was entrenched, and was held by the artillery. After the adoption of the city charter, these entrenchments began to disappear, and now none of them are to be seen. A few large trees grow upon its summit, thirteen of which form a circle; and west of them once arose from its most elevated part a tall flag-staff. This staff, which for a while gave name to the hill, was erected on the twenty-eighth of June, 1837. It has since been removed, as stated above, to another hill where the flag of the Union can float as conspicuously as on any point on the Common. The westerly slope of this hill was used by the small boys in winter for coasting; and many Boston boys, of an older growth, can well remember the iniquity, in the form of drinking and gambling, that used to be carried on there before the mayoralty of the elder Quincy. Without descending too much into particulars, one may be pardoned for recalling to mind the egg-nogg, rum punch, and spruce and ginger beer which were so profusely distributed there on Election days; but no reminder is necessary to recall the gaming table, the black joke, and the tar on the heel. The memory

of these will remain while any one of the boys of those days is left to relate the feats of by-gone times. Until within a very few years, when the present Parade Ground was appropriated for military use, the salutes on festal days, and for political rejoicings, were fired from the hill; and the old soldiers, many of whom are still living, can well remember their arduous task in dragging their mounted field-pieces over the ditch, and on the hill. In days long past, there stood near this hill a block-house, which was burnt on the twenty-eighth of September, 1761; and it is related that "as it was a monument of reproach, and an asylum of debauchery, the inhabitants, so much noted for their agility at fires, remained tame spectators" of the conflagration, and allowed the destruction to go on.

Fox Hill was on the westerly edge of the Common, not far from the place in the Public Garden assigned for a tower, and which projects into the pond that was artificially commenced there on the fourteenth of November, 1859. It must not be mistaken for West Hill, one of the westernmost heads of Beacon Hill, and which was situated very near Cambridge street. This hill was not very large, being about twenty feet in height and fifty feet in diameter, and was almost surrounded by water, being on the edge of the part of Charles River generally known as the Back Bay. Old persons have a remembrance of it, precipitous and gravelly; and many of a younger age may have not yet forgotten the rising ground beneath one of the old ropewalks, which used to skirt Charles street the first twenty-five years of the present century. This hill was often mentioned in the early records of the town; the following occurs under date of the twenty-seventh of August, 1649:

"Tho. Painter hath liberty to erect a milne at Fox Hill by publieke consent of ye Towne in gen^l^, and y^t^ he is bound to finish ye milne in too years, and at the first pecke of corne it grinds hee is to begin his rent at 40s, p annū for euer to ye publieke vse of ye towne."

Conneeted with Fox Hill was an extensive marsh, whieh, on the twenty-sixth of February, 1665–6, was leased for forty years, at an annual rent of thirty shillings, to John Leverett,—he who so faithfully served the town and eolony in all their important offices, and died at last, while Governor, on the sixteenth of March, 1678–9,—at the same time the town "granting liberty to the inhabitants of the town to fetch sand or elay from the said hill." This marsh eovered the space now oeeupied by Charles street and the Publie Garden, and extended south somewhat beyond the Station House of the Boston and Providence Railroad.

Ridge Hill extended in a westerly direction from the present Smoker's Circle to the shore of the Baek Bay, and terminated in an abrupt bluff from ten to twelve feet high. It eonsisted of an ancient drift of gravel; and before it was levelled, not many years sinee, presented traces of the exeavations made by the British soldiers, during the siege of Boston, for eooking places. Upon a portion of its crest is Ridge Path, leading from West street gate to the southerly eorner of Charles street.

The other hill was situated a short distanee south of Powder-House Hill. There is no evidence that it had any peeuliar name until early in the present eentury, when it was known by the boys of the town who played upon the Common as Washington Hill. It has upon the easterly portion of it seven elm-trees, regularly arranged in a eirele, with eomfortable seats for

persons who indulge in the use of tobaeeo. Forty years ago this circle was a plaee of much resort, and it still keeps up its popularity with the present generation. When Mr. Bigelow was mayor, he laid out another circular walk, just west of the above and on the same rising ground, and in the area plaeed, in 1849, the eircular hedge of evergreens, whieh undoubtedly, for very good reasons, was girdled, and removed during the first year of the administration of his sueeessor, Hon. Benjamin Seaver. A few years ago six trees were set out around the edge of this circle, one of which has died and been eut down. On holidays it is a noted position for a musie stand, and henee has obtained the name of Music Cirele. It is eagerly sought on the evening of Independenee Day, as one of the best positions for viewing the fireworks usually exhibited on that oeeasion. It is now used for the flag-staff, and upon its summit was ereeted, in 1866, a small building, under the charge of the Committee on Health.

On some of these hills was anciently plaeed the gallows; for on the thirty-first of March, 1656, the gallows was ordered to be removed to the next knoll of land before the next exeeution.

There are three ponds, if sueh they may be ealled; for in early times they were merely marshy bogs, and had no defined borders. Of these the Frog Pond, a name which has never been taken from the one that is situated north of the old Flag-staff Hill, does not appear on any of the early maps of Boston, and is found only on those of a eomparatively modern date. It is said to be of artificial eonstruetion, but is remembered by our oldest residents. After the stone edgings were plaeed around this pond, in the year 1826, an

attempt was made to change its name to Quincy Lake; but this proved unsuccessful, as did other attempts to call it Crescent Pond, and Fountain Pond, when the Cochituate water first flowed into it through its fountain, on the twenty-fifth of October, 1848. A short time previous to this, a new curbing was placed around the pond, in the days of the junior Quincy.

Another pond, or wet marsh, and which could not have been dignified with the name as such, had not Boston been so deficient in these characteristics, was situated west of the Frog Pond, and was called Shehan's Pond, from the name of a culprit who had many years ago been executed there. He was hung on the twenty-second of November, 1787, and the following is an account of his execution taken from the Centinel, of the twenty-fourth:

"On Thursday last, John Shehan, a native of Cork, in Ireland, was executed on the commons in this town, for burglary in the house of Mr. S. Eliot—in June last. At the place of execution his behaviour was becoming his unhappy situation—and he made his exit with considerable composure. He was 24 years old—was a Roman Catholick—and, except in the burglary for which he suffered, does not appear, by his life, to have been guilty of many atrocious offences."

The improvements of modern days have entirely obliterated all appearances of this pond, and the once damp and disagreeable place is now the most popular part of the Parade Ground, the portion usually selected for athletic games of exercise and amusement.

The other pond, merely a wet place, entirely destitute of springs, was between the two hills now to be seen on the Common, and lay exactly west of the four

aspen-trees set out by Mayor Bigelow. This was called by some, Cow Pond, and by others, Horse Pond, and not only in wet seasons supplied the cows that pastured on the Common with water for drink, but also cooled their limbs in sultry weather. This marshy place gave a home to many frogs, which never took a fancy to the Frog Pond, so-called; and was sometimes so flooded with water, which ran into it in wet weather, that, if tradition can be believed, a man was once drowned there. After the removal of the cows from the Common, by an order of the City Council passed on the tenth of May, 1830, the watering place became useless; and, about the year 1838, the city authorities commenced filling it up with coal ashes. At the same time all of the Common lying west of the two hills was graded in the same manner, thus preparing a good surface for that part of the Common which was soon after appropriated as a Parade Ground.

In this connection the Wishing Stone, which can only be remembered by those whose heads have been whitened by more than fifty summers, should not be forgotten. It was situated just about where the path from Joy street runs to the Great Tree, and was near the Beacon street mall. Its name implied the use to which it was formerly put. It has long since disappeared, removed probably by persons who were ignorant of its associations.

It is astonishing how many people there are who have personal recollections associated with this old stone. When public convenience seemed to require new cross-paths in the Common, it was deemed necessary that the old rock, as it was called by those unacquainted with its history, should be removed from its ancient

location. It was therefore blown to pieces by the usual process of blasting, and its fragments carried off, probably to be put to some ignoble use; and the two walks leading easterly from the northerly end of the long path, near the gingko tree, diverging the one to Winter street, and the other to West street, were widened and beautified with side trees; for the exact position of this noted stone was in the fork of the two paths. The young folks of by-gone days used to walk nine times around this stone, and then, standing or sitting upon it, silently make their wishes; which, in their opinion, were as sure to come to pass, if their mystic rites were properly performed, as were the predictions of the famous Lynn witch, Moll Pitcher, who flourished in the days of our grand-parents, and who died, as perhaps the credulous will be glad to know, at Lynn, on the ninth day of April, 1813, aged seventy-five years, she being at the time the widow of Robert Pitcher, formerly a Lynn shoemaker.

During the siege of Boston, in the days of the revolution, there were upon the Common several fortifications and barracks. The British artillery was stationed upon Flag-staff Hill, where were intrenchments. A battery was located on Fox Hill; and at the end of Boylston street, as it was in those days, and exactly opposite Carver street, was a strong fortification. The marines were stationed on a line with Tremont street, and the infantry was scattered about the Common as was most convenient. Marks of the breastworks and encampments were noticeable for many years after they were left by the soldiery.

In December 1851, a very careful survey of the Common was made, and all its topographical marks

accurately laid down on a plan. The measurements differ slightly from those formerly given, perhaps on account of taking in the burial-ground and malls. By this admeasurement it was ascertained that the area, including cemetery and malls, contained forty-eight acres, one quarter, seventeen rods, and two hundred and thirty-seven feet; and the cemetery contained one acre, one quarter, twenty-three rods, and two hundred and seven feet. The exact length of the fence around the Common, including the four gates, and the other openings, was 5,946.9 feet, or one mile and one-eighth, and six and nine-tenths feet.

Allusion has been made several times in these chapters to executions upon the Common. It is known that the earliest were performed there, and upon regularly constructed gallows, though tradition says that the great tree was sometimes used for the purpose. It was not exclusively the place of execution, for persons have been hung during the last and present century on the neck, south of Dover street, where in 1769 the authorities erected the gallows; and some of the old pirates met their end in the harbor, on some of the flats and islands. In all probability Mrs. Dorothy Talbye (wife of John), who murdered her own daughter, Difficulty, was hung on the Common, on the sixth of December, 1638, as was also Mrs. Ann Hibbens (wife of William), who was hung as a witch on the nineteenth of June, 1656, as had also been Mrs. Margaret Jones, on the fifteenth of June, 1648. William Robinson and Marmaduke Stephenson, Quakers, were hung on the Common on the twenty-seventh of October, 1659, and Mary, wife of William Dyre, on the first of June, 1660. Old Jethro, the Indian, was hung, and Matoonas shot upon the

Common in 1676. Since this time, until the year 1812, executions were conducted upon the Common, though occasionally some were upon the Neck. John Quelch and his five associates were hung for piracy at low water mark on Charles River, Boston side, on the thirtieth of June, 1704, and William Fly and his associates, Samuel Cole and Henry Greenvill, pirates, were executed at Charlestown Ferry, on the twelfth of June, 1726, Fly, the ringleader, being hung up in irons on Nick's Mate, as a spectacle for the warning of others, and the other two buried among its rough gravel at low water mark. The following record, taken from the Selectmen's minutes, shows how executions were stopped from taking place upon the Common:

"25 November, 1812. A memorial was received from a great number of inhabitants, remonstrating against the execution of the two persons now under sentence of death for piracy being permitted to be had at the bottom of the Common. — The subject was considered, and it was voted unanimously that the board could not consent that any part of the Common could be used for that purpose.

"The Chairman was desired to communicate to the Marshall the vote of the board, and at the same time to inform him of their readiness to aid the officers of the United States in executing the law: that a committee should accompany him to South Boston, to select the most convenient and suitable place, it being their opinion, that the execution in a situation in a view open to the harbor will be best calculated to answer the end of punishment, the prevention of similar crimes, by the display of their awful consequences."

The two pirates to be executed were Samuel Tulley and John Dalton; Tulley was hung at Nooks Hill, South Boston, on the tenth of December, 1812, and Dalton was reprieved. The hanging of John Holland on Boston Neck on the third of March, 1826, for the murder of one of the city watchmen, Jonathan Houghton, was the last of the public executions in Boston, the jail yard being from that time used for such dreadful purposes.

CHAPTER XXVI.

PUBLIC GARDEN.

Land Granted and Ropewalks Built in 1794 ··· Early Condition of the Garden ··· Fox Hill and Round Marsh ··· Land Regained in 1825 ··· Committees for the Purpose and Reference ··· Streets around the Garden ··· The Milldam, Boylston street, and Arlington street ··· The Tripartite Indenture of 1856 ··· Attempt to Sell the Land in 1824 negatived by the Citizens ··· Agreements with the Water Power Company ··· Leased to Horace Gray and Others for a Public Garden in 1839 ··· Efforts to Sell the Garden in 1843 and 1850 ··· Act of April, 1859, by which the Garden was Saved from being Built upon ··· Mr. Snelling's Efforts for a Salt Water Lake ··· Alderman Crane's Order Establishing the Garden, and Mr. Meacham's Plan Adopted ··· Size of the Garden ··· Fence, Pond, Conservatories ··· Granite Basins, Fonntains and Figures ··· Bronze Statue of Everett ··· Ether Monument ··· Ball's Equestrian Statue of Washington ··· Bridge over the Pond ··· Improvements by the Committee of the Aldermen ··· The Garden a Suitable Place for Memorials.

THE PUBLIC GARDEN was originally part of the Common; but a great fire occurring in the neighborhood of Pearl and Atkinson streets, whereby the seven old ropewalks were burnt on the thirtieth of July, 1794, the towns-people opened their hearts, though they closed their senses, and resolved to grant the flats at the bottom of the Common for the erection of six new buildings in place of those destroyed, on condition that no more ropewalks should be built between Pearl and Atkinson streets upon the old site. This rash act of our fathers fairly lost to the town the old Round Marsh, which had always, from the first settlement of the town, been a part of the Common or Training Field; and it

was not until the first year of the elder Quincy's administration of city affairs that the lost estate was regained, by paying the owners the large sum (as it was then considered) of fifty-four thousand dollars, and obtaining a reconveyanee of the land on the twenty-fifth of February, 1824, it having then been out of the possession of the town nearly thirty years, the grant from the town having been made on the first of September, 1794.

In the days just alluded to, there were no streets forming the north and south boundaries of the flats; and the eastern limit of the present garden was denoted by a muddy path through the bog or marshy ground, which had been more travelled over by beast than by man. With the exeeption of a small piece of land, consisting of gravel and eoarse sand, known as Fox Hill, — the same described in the last chapter, and which was sometimes designated as an island because the high tides frequently flowed around it, — this consisted entirely of salt marsh and flats, with a few small salt ponds, and was not estimated as of mueh value; though from time immemorial it had been rented at times for a small compensation, under the name of the "Round Marsh," or the "Marsh at the Bottom of the Common." When the ropewalks were built, an open spaee was left at the southerly end, near the foot of Boylston street, and just beside the bluff of Ridge Hill; but no street was made there for many years, until the land west of the northerly end of Pleasant street was laid out and sold, and Boylston street extended westerly over the flats.

By those who were living and observant of the topography of the peninsula before the adoption of the

city charter, this tract of land seemed quite useless, except to keep an open view of the country lying to the west. But on the accession of Mr. Quincy to the municipal chair, the land seemed to acquire new value, and it was one of his earliest schemes for the benefit of Boston to get back the possession of this territory, so stupidly granted away by the old towns-people; and a committee, of which he was chairman, and Aldermen George Odiorne, Joseph H. Dorr, and Caleb Eddy, his associates, were indefatigable in their attempts to bring about the much-desired result.

In consequence of a recommendation of the committee, the whole subject was committed to five eminently discreet persons, who were noted for their general intelligence and probity, as well as for their acquaintance with matters relating to landed property in the city. These referees, Messrs. Patrick T. Jackson, Ebenezer Francis, Edward Cruft, Peter C. Brooks, and John P. Thorndike, one only of their number dissenting, agreed upon the award already mentioned, of fifty-five thousand dollars, to be paid to the owners in fee; and, to the joy of all, the property became again vested in Boston in its corporate capacity, and subject to the ancient town orders and new city charter, which reserved its appropriation strictly to the legal voters of the town, and subsequently of the city.

On the fourteenth of June, 1814, Isaac P. Davis, Uriah Cotting, and William Brown, with their associates, were granted an act of incorporation by the General Court of the Commonwealth, under the name of the Boston and Roxbury Mill Corporation, for building a mill-dam, forty-two feet wide, from Charles street at the westerly end of Beacon street, to the upland at Sewall's

Point, so-called, in Brookline, and as near as might be to the north side of tide-mill creek, and to be made so as effectually to exclude the tide-water, and to form a reservoir or empty basin of the space between the Dam and Boston Neck. Among other privileges, the act gave that of building another dam from Gravelly Point in Roxbury to the Mill-dam. Other acts of a subsidiary character were afterwards passed, and in a few years after the passage of the general act, the land west of Charles street, being part of the empty or receiving basin, became comparatively a dry place, and a spot upon which persons of a speculative tendency were wont to cast their longing eyes. In consequence of the erection of the Mill-dam, the Western avenue, as it has been termed, extending from Beacon street to Brookline, was laid out as a street, although it was not opened for public travel until the second day of July, 1821; and thus a definitive boundary was established on the northerly side of the town's land, back of the Common. The street on the southerly side, known as the extension of Boylston street, was laid out by a survey made on the eighteenth of August, 1843, by Alexander Wadsworth, and thus the southerly boundary fixed. The westerly boundary was established as late as the eleventh day of December, 1856, by the tripartite indenture executed by the Commissioners of the Commonwealth, the Boston Water Power Company and the city of Boston, — the Committee of the City Council being Aldermen Farnham Plummer and Pelham Bonney, and Councilmen Oliver Frost, Ezra Farnsworth and John G. Webster. This agreement, which settled many important points relating to the Back Bay Lands, received the approval of Mayor Rice on the thirtieth of December following. By this

indenture a narrow strip of land was annexed to the northern part of the Public Garden, and the new avenue eighty feet wide, now known as Arlington street, was laid out.

No sooner had Mayor Quiney secured the title of the land west of the Common to the city, in February 1824, than an attempt was made to sell it again for building purposes, and the matter was agitated by the City Council. It was considered most prudent to submit the question to the citizens, and a general meeting was called for the twenty-sixth of July, at which the legal voters were called upon to decide whether the City Council should have authority to make sale of the land west of Charles street in such way and on such terms as they might deem expedient. A second question proposed was, whether the land generally known as the Common, now lying between the malls, should be forever kept open and free from buildings. At the meeting the subjects were referred to a large and very respectable committee of citizens, of which Col. John T. Apthorp was chosen chairman, who in October reported adversely to the proposition, and submitted three other propositions, making five in all, which were all negatived (except the second) on the twenty-seventh of December, 1824. The fifth question negatived at the time, by a vote of 1,632 against 176, was in the following words:

"Shall the City Council, whenever in their opinion, the convenience of the inhabitants require, be authorized to lay out any part of the lands and flats, lying westerly from the Common, for a cemetery, and erect and sell tombs therein, on such terms and conditions as they may deem proper?"

After this time arrangements were made with the Water Power Company, by which buildings were kept from being erected upon the Back Bay Lands, and things went on very quietly in reference to the public territory west of Charles street. On the twenty-fifth of September, 1837, however, Horace Gray and others petitioned for the use of the land for a public garden, which on the sixth of November of the same year was granted on certain conditions, among which was one that no building should be erected thereon except a green-house and a tool-house, and these not to be over fourteen feet in height. The next year Mr. Gray and his associates petitioned again, and again in January 1839, the same permission was granted with similar conditions; and on the first day of February, 1839, Horace Gray, George Darracott, Charles P. Curtis and others were incorporated as the "Proprietors of the Botanic Garden in Boston," with power to hold property to the amount of fifty thousand dollars. These proprietors of the Garden fitted up a conservatory for plants and birds, just north of Beacon street and west of Charles street, which for a while was a place of considerable attraction, until it was unfortunately destroyed by fire.

In 1842 and 1843 efforts were again made in the City Council for selling the Public Garden, but these proved unavailing; and the matter was allowed to quiet down until the years 1849 and 1850, when the efforts were renewed with much greater prospect of success, but were finally defeated, although distinguished jurists had given their opinions that the land could be sold. Thus, in 1856, the tripartite agreement before alluded to was made, and the question of building upon the Public Garden was considered as settled against any such pro-

ject. On the sixth of April, 1859, an act (chapter 210) was approved by the Governor of the Commonwealth, establishing the boundary line between the cities of Boston and Roxbury, and authorizing the filling up of the Back Bay. Provision was made by this act that no buildings should be erected between Arlington and Charles streets, and three commissioners were appointed by Governor Banks and Mayor Lincoln to make an award to the city in consequence of relinquishing the right to erect buildings on the strip of land acquired by the city by the tripartite indenture of the eleventh of December, 1856. The act was submitted to the citizens on the twenty-sixth of April, 1859, who voted on the following question:

"Are you in favor of accepting an Act of the Legislature of 1859, entitled 'an Act in relation to the Back Bay and the Public Garden in the city of Boston?'"

Six thousand two hundred and eighty-seven votes were in favor of accepting the act, and only ninety-nine were in the negative; so the act was accepted by the citizens, and on the next day a proclamation to that effect was made by the Secretary of the Commonwealth. The commissioners jointly selected by the Governor and Mayor were Hon. Messrs. Josiah G. Abbott, George B. Upton, and George S. Boutwell, and they on the first of July of the same year published their award, giving to the city two parcels of land containing 44,800 feet, for the relinquishment of the right to build upon the strip of land east of Arlington street containing about 118,000 feet (28 feet on Boylston street, and 155 feet on Beacon street), both parcels subject to the restriction that nothing but dwelling-houses shall be erected thereon.

While the negotiations were going on between the

State and the city, great efforts were made by a philanthropic citizen for preserving the Back Bay lands as free from buildings as possible, with a lake of salt water for sanitary purposes. As yet he has not been successful in his intentions, though he has with him the good wishes of many sensible and scientific persons. The pond proposed was first suggested by Hon. David Sears in 1852, and was to have contained about thirty-seven acres. Mr. George H. Snelling's plan was somewhat more extensive, and the water was to be continued to the full basin. Notwithstanding the present beautiful appearance of Commonwealth avenue and its magnificent edifices, and the pleasant foot-walk between the two carriage ways, there will be many to regret that the refreshing sheet of water of the contemplated "Silver Lake" is never to ornament the city, or to be enjoyed by its citizens.

After the acceptance of the act of 1859, the subject of further improving the Public Garden was taken seriously into consideration, and on the eighth of August of the same year an order was offered on the subject in the Board of Aldermen, which was amended by the Common Council, and finally referred by the Board to the Committee on the Common and Public Squares, of which Alderman Samuel D. Crane was chairman, "to report a plan of improvement and the estimated cost thereof." On the thirty-first of the succeeding October, Alderman Crane submitted a report, rich in information and abounding in detail, accompanied with a plan for the laying out of the Garden, and recommending the concurrence of the Board with the Common Council in the passage of the order relating to the subject, as amended by that branch of the city government on the

twenty-ninth of September; and also advising the passage of an order approving the plan submitted with the report. The report was printed, and is a valuable aequisition to the history of publie parks. It was subsequently adopted, and the order which recommended the plan passed in both branehes of the City Counеil.

The adoption of this important order had the desired effeet, and from that time to the present great progress has been made towards perfeeting the Garden, and making it what its most ardent friends desired at its establishment.

The Publie Garden now eontains about twenty-four and one-quarter aeres. The total length of its four sides measures 4,212.47 feet. On Boylston street, 793.94 feet; on Charles street, 1,289.70 feet; on Beaeon street, 739.70 feet; and on Arlington street, 1,263.47 feet; and 125.66 feet are given up to the entranees at the eorners. The iron fenee was ereeted in 1862 and 1863, at a eost of $25,000. The pond, which is purposely irregular in shape, and whieh was eommenced on the fourteenth of November, 1859, has an area of about three and three-quarter aeres.

Soon after the establishment of the Publie Garden, a portion of it was filled up with soil and loam, and a small greenhouse, in shape of a lean-to, was built in the year 1853 for the aeeommodation of the plants used in the Publie Squares. This was sold and removed in 1856, and the present eonservatory ereeted on the Beaeon street side of the garden. The new eonservatory was oeeupied a short time by Azel Bowditeh, seedman and florieulturist, and subsequently by John Galvin, the City Forester; and now in 1870, is rented by the eity to John Gormley, florist.

While Alderman Crane was chairman of the Committee on the Common and Public Squares, a liberal appropriation was made for completing the Public Garden. A large quantity of material was used for grading it, and under the superintendence of James Slade, the City Engineer, the flower beds and paths were laid out by Mr. Galvin, the City Forester, in accordance with the plan of George F. Meacham, of Boston, the architect, who received the award of the committee; and a considerable portion of it was sodded. In 1861, five granite basins with fountains were placed in different parts of the area, and much ornamental work was done within the enclosure. In one of these basins is a beautiful statue, wrought in marble, the gift of the late John D. Bates, the first work of art placed in the Garden. Another figure, presented by Mrs. Tudor, occupies a conspicuous position; and these will undoubtedly be followed by other similar objects from other persons interested in beautifying the place.

On the northerly side of the garden, a statue of Hon. Edward Everett, modelled at Rome in 1866 by William W. Story, Esq., and cast in bronze at Munich, was presented to the city on the eighteenth of November, 1867. The Ether Monument, the gift of Thomas Lee, Esq., stands near the northwesterly corner of the enclosure, and was dedicated on the twenty-seventh of June, 1868; on which occasion, Dr. Henry J. Bigelow delivered the presentation address, and the Mayor accepted the monument with a few remarks. The equestrian statue of Washington, modelled by Thomas Ball, Esq., and cast in bronze at the Chicopee Works, was dedicated on the third of July, 1869, by an address by Hon. Alexander H. Rice, and a response of acceptation by the Mayor.

When the plan for the laying out of the Public Garden was made by Mr. Meacham, it was a favorite idea with many persons, in, as well as out of, the city government, that the public buildings should be placed within its borders; and, consequently, much was said and done to bring about this project, which was subsequently ultimately relinquished by the passage and acceptance of the act of 1859. Upon the plan was designated a place for a city hall, which was to be built, if the measure could be carried through the City Council, upon Arlington street in a line with Commonwealth avenue, the building facing due east and west. This part of the project was given up, and the city hall was built in School street, under the direction of Messrs. Bryant and Gilman, the architects, the corner-stone being laid on the twenty-second of December, 1862, and the building dedicated on the eighteenth of September, 1865. An elegant bridge, consisting of a single arch, was thrown over the pond in 1867, for the convenience of pedestrians, and is esteemed a great ornament and convenience by the frequenters of the Garden. At the northerly end of the pond projects a small promontory, upon which stands a small summer-house supplied with seats, and from which can be obtained an excellent view both of the pond and Garden.

The borders of the several walks of the Garden have been tastefully laid out into flower beds, where can be found, in the proper season, a choice collection of plants of annual growth and of a more permanent character. These walks have now become favorite places for the resort of children during the summer season, and nothing has been lost in appropriating the place to its present purposes, which are far more desirable than those to

which it previously used to be put. When the weather is such as to permit it, there are upon the pond, managed by safe persons, several comfortable and convenient boats, in which children are transported from one part to another, and thus entertained with an amusing and healthy recreation. In the conservatory are kept plants in great variety.

During the last few years, much improvement has been made in the Garden, and many trees have been set out; to the principal of which, like those on the Common, through the instrumentality of Alderman Clapp, a former chairman of the committee on these grounds, have been affixed the scientific and popular names, as ascertained by the late Dr. A. A. Gould.

The garden has now become one of the most attractive parts of the city, and is a place of much resort in pleasant weather. For many of the late improvements upon this once neglected piece of city property, the citizens are indebted to the great energy and good taste of the several Committees on the Common and the Public Squares, to the City Engineers, and to the Superintendents, who have usually been designated as the City Foresters. No one can now visit this beautiful place without being thankful for the interest and energies which have brought about, and carried to such a degree of perfection, this ornament to the city; nor should any one be unmindful of those, who, by their wise forethought, have saved this land from the inordinate desire of gain which has several times threatened its sale for building purposes.

Now that so many statues and other memorials of the distinguished sons of Boston are to be placed in prominent positions in the city, would it not be well to

devote the green spaces between the paths of this much frequented Garden to this laudable purpose? The chief European cities have their squares for works of art, and why should not also Boston?

CHAPTER XXVII.

PADDOCK'S MALL.

The Granary Mall · · · Its Situation · · · Its Trees Saved in 1860 · · · Its Establishment by Captain Paddock · · · Its Two Walks, and the Uses of the Outer Walk · · · Mr. Ballard's Agency in the Establishment of the Mall · · · Captain Adino Paddock and his Family · · · When the Trees were Transplanted · · · First Imported from England, and Set Out in Milton before their Removal to Boston · · · The Original Number Set Out · · · Eleven now remaining · · · Their Cavities for a time the Winter Resort of Squirrels · · · Size of the Largest Tree · · · Illumination of the Trees on the News of the Repeal of the Stamp Act in 1766 · · · Trees injured wantonly in 1766 and 1771, but preserved during the Revolution · · · Injury from the Great Gale of 1815.

THERE is another mall in Boston besides those surrounding the Common, which is equally as distinguished as they have been; and this should not be forgotten, though the once graceful branches which formerly adorned its noted elms have become decayed in their old age, and have been mutilated by the saw, the trees themselves barely escaping the threatening axe that came so near annihilating them in January, 1860. The Granary Mall, in which these old friends have stood and given an agreeable and refreshing shade for more than a century, is situated in one of the most frequented avenues of the city, and occupies the sidewalk in Tremont street, just east of the Granary Burying-Ground. The following description of it is a revision of an account written soon after the escape of the old trees in 1860, when they were so fortunately preserved from destruc-

tion by the active exertion of Alderman Samuel D. Crane, Clement Willis, and Thomas C. Amory, Jr., and others of the City Council.

In the olden time this mall, or walk (as it is sometimes called) about three hundred and fifty feet in length, extended in width some distance westerly into the present limits of the burying-ground; and was curtailed of its size a little in 1717, just at the time arrangements were in progress for building tombs around the edges of the cemetery. The associations connected with it are of sufficient interest to warrant giving to its history one chapter of the present series of topographical papers.

It is fully settled, by general consent, that Captain Adino Paddock, who served the town of Boston many years as a sealer of leather and as one of the firewards, was principally concerned in the truly praiseworthy undertaking of establishing the Granary Mall. Hence the name of Paddock's Mall (or walk) was, without any special municipal sanction, given to this row of trees, and also to the sidewalk which they occupy, and which became quite narrow after the fence of the burying-ground was erected. For a time the footpath barely protected the roots of the trees from passing carriages, so near to the highway was it originally laid out; but in aftertimes it was widened to its present ample dimensions by the construction of another walk on the street edge, the two pathways being separated by a curbstone, and the inner promenade being several inches more elevated than the outer. On the outermost of the walks it was, that in the good old times, before Boston became dignified by a city charter, the stalls and booths were placed on public holidays and days of general rejoicing,

for the vending of the smaller matters of refreshment, preparatory to the larger and more varied supply to be found in profusion on the Common and its numerous by-paths, malls and eminences.

Notwithstanding the prominent part taken by Mr. Paddock, the name of another person is often spoken of in connection with the setting out of these trees, — that of Mr. John Ballard, a resident of the north end of the town, an active and public-spirited man, and an enterprising mechanic. No others are mentioned as taking any part in the laudable endeavor; and to these generous individuals alone, in the absence of all positive knowledge to the contrary, must be given the well-merited thanks of those who have lived to enjoy the benefits thus bestowed upon so many generations.

Mr. Paddock, though not an Englishman by birth — for he descended from the good pilgrim stock of the Plymouth colony — was so by training. He had been bred a builder of chairs, as the light one-horse vehicles, which are now called chaises, were then called; and his foreign predilections led him, on settling in business, to give the name of the old street in London, rendered famous for carriage building, to the part of the street where his workshop stood, opposite the Granary Burying Ground; and for a considerable time after Mr. Paddock retired from Boston, as he did when the British evacuated the town, that portion of the street extending from King's Chapel to Winter street, and at the time a portion of Common street, was known as Long Acre. In this account the distinctive title of Captain is by preference given to Mr. Paddock, although he also had, even during his sojourn in Boston, a claim to the higher military appellation of Colonel. As an active

officer, and for a time commander of the Boston train of artillery, he felt himself particularly honored, as he was then in a position of great usefulness; for, in fact, his lessons in military matters, while in the Train, were productive of much good, as laying the foundation of good soldiership in the Province, by giving thorough instruction to many who afterwards became distinguished officers in the patriotic army of the revolutionary war. Ardently attached to the interests of the mother country, and one of the foremost of the loyalist party, he left Boston in March 1776, for Halifax, N. S., and in the following June embarked with his wife and children for England, where he resided till the year 1781; when, receiving an office under the English Government, he removed to the Isle of Jersey, and there remained until the time of his decease, which event occurred on the twenty-fifth of March, 1804, he being at the time seventy-six years of age.

Of the descendants of Mr. Paddock, it should be said, that although the immediate family of this gentleman took up their abode in England after leaving Boston, nevertheless, the oldest son, bearing his father's name, prepared himself for the practice of medicine, and returned to America, and passed his last days in New Brunswick, where he left a family of sons, many of whom attained considerable distinction in St. John.

The exact time when the trees of the little mall were planted by Capt. Paddock cannot be stated with that degree of precision that is desirable; yet there is not room for a reasonable doubt that this event took place about 1762, at which time Mr. Paddock was thirty-four years of age. This date is given by Mr. Emerson, in his report on the trees of Massachusetts, presented to

the Legislature of the Commonwealth in the year 1846; and his statement was then made from authority which he deemed at the time conclusive, and corroborative evidence sustains him in his opinion. For a time after the importation of the trees from England, they are said to have been in a nursery in Milton, where they were carefully watched until they were of sufficient size and strength to be transplanted in a place so public as that for which they were selected.

The setting out of Paddock's trees must not be confounded with the transplanting of the trees of the great mall on the Tremont street side of the Common. The outermost row of these trees, it will be remembered, was set out some time about 1728, the year of Paddock's birth; the second row in the same mall was placed there in the spring of 1734; and the third or innermost row was planted by Mr. Oliver Smith and other townsmen, in the fall of 1784.

Although Paddock's English elms do not exhibit, when in full foliage, the gracefulness of the American species, they have the advantage of continuing longer in their dress of green. They put forth their leaves weeks sooner than the natives do, and retain them some time after the limbs and branches of the indigenous trees are entirely leafless. Now, only eleven of these noble trees remain standing in their lot; three, at least, have fallen within a few years, sacrificed by a false taste in paving the sidewalk in which they stood. How many of them there were originally is not known. It is supposed that the row extended from Park street meeting-house northerly to the larch-tree in the burial-ground, beneath whose shade slumber the victims of the State street massacre of the fifth of March, 1770. If, how-

ever, the row extended so as to skirt the whole front of the Granary Burying-Ground, there might have been sixteen trees in all. The usual length of life allotted to this species of tree is about one hundred and fifty years, although some individual trees have been known to survive the effects of storm and natural decay for twice that period. These trees have no doubt stood somewhat over one hundred years, and already begin to show strong symptoms of an approaching end; for most of them have lost parts of their largest limbs, and several of them are already so hollow as to have afforded a winter retreat to the few gray squirrels, which, after enjoying the neighboring cemetery as a playground during the summer months, were compelled to find more comfortable quarters from the inclemencies of the cold season of the year, and also receptacles where they could safely and conveniently store their winter's supply of food. These habitations are now deserted, as the squirrels have also left the Granary Burying-Ground within a short time, as they did the Common.

The largest of these trees is the one nearest the Tremont House. When it was measured by the writer in the spring of 1860, it was in circumference, near the sidewalk, sixteen feet and ten inches; at a height of three feet, the circumference was twelve feet and eight inches; and at the height of five feet above the sidewalk, eleven feet and eight inches. It may be a matter of wonderment that this tree is the largest of all the trees belonging to the public walks of the city, with the single exception of the great American elm-tree of the Common; for it was set out about thirty or thirty-five years after those of the two outermost rows in the Tremont street mall. Nevertheless there is sufficient reason for

the fact: for most of the elms in the malls of the Common have died out and been replaced by other trees, and those that remain have almost been choked for want of moisture, which the hard walks have kept from their roots, so that they have in a degree become stinted in their growth by the injury, and put back more than thirty-five years. Notwithstanding the neglect of the other public trees at times, those of Captain Paddock were cherished with the greatest care, and their roots nourished by the richest soil. Even in more recent days, with some exceptions, these trees have been more carefully looked after than those on the Common.

Taking for granted that Paddock performed his great benevolence in 1762, or about that time, the trees must have been mere saplings when they were first called upon to do public service; and on this occasion they not only made their first appearance in history, but also ran their first risk of mutilation, if not of entire destruction. On Friday, the sixteenth day of May, 1766, there arrived in Boston harbor the brigantine Harrison, Shubael Coffin, master, belonging to "John Hancock, Esq., a principal merchant of the town," in about six weeks from London, bringing the important account of the repeal of the American stamp act, which had received the royal assent on the nineteenth day of the previous March. In compliance with the arrangements made at a general town meeting, held in anticipation of such joyful news, the selectmen of the town met in Faneuil Hall, and appointed Monday, the nineteenth of May, to be passed as a day of general rejoicing for that happy occasion. The day was ushered in, very much in the manner of the present time, by the ringing of bells, the discharge of cannon, the displaying of colors from

houses and from the masts of the shipping, and by martial music. A royal salute was fired by Captain Paddock's train of artillery, and glorious doings were had on the Common. In the evening the rejoicings were after the peculiar fashion of the day, by illuminations and bonfires. A pyramid on the Common, ornamented with patriotic paintings, and lighted by two hundred and eighty lamps, concluded the display of the evening, with a discharge of fireworks; and the rejoicings of the first day were brought to a close by a grand and elegant entertainment given by Mr. Hancock to the genteel part of the town, and a treat to the populace of a pipe of Madeira wine. On the next evening, Liberty Tree, which had been lighted up with forty-five lanterns, was again illuminated with one hundred and eight, in allusion to the majority that repealed the odious act. It is traditionally related, also, that Paddock's trees and those on the Common were similarly decorated, and, although they escaped injury on that famous day, it appears from the following advertisement, printed in the Massachusetts Gazette Extraordinary, on Thursday, the twenty-second day of May, and re-published in the Evening Post of the twenty-sixth of the same month, that inconsiderate persons had already commenced indiscretions upon the then harmless row of small trees:

"☞ THE Row of Trees opposite Mr. Paddock's shop have of late received Damage by persons inadvertently breaking off the limbs of the most flourishing. The youth of both sexes are requested, as they pass that way, not to molest them; those trees being planted at a considerable expense, for an Ornament and Service to the Town. Not one of the trees was injured the Night of General Rejoicing, but last Night several Limbs were broke off."

From the years 1766 to 1771, it seems that all went well with the trees; but in the latter year the hand of indiscretion was again raised to mar them. The following advertisement may be found in the Boston Evening Post of Monday, August 26, 1771:

"A GUINEA REWARD

Will be given by the subscriber to any one who shall inform him of the Person or Persons that on Thursday night last cut and hacked one of the Trees opposite his House in Long Acre.

"As said Row of Trees were planted and cultivated at a considerable expense, it is hoped that all persons will do their Endeavour to discountenance said Practices.

ADINO PADDOCK."

Whether the outrage alluded to as above given was caused in consequence of Paddock's toryism is not known; but it is positively certain that his trees were respected by the British soldiery, during the siege of the town; and when those lawless vandals were deserating churches, pulling down meeting-houses for fuel, and discharging their firearms at harmless gravestones, they had grace enough to spare the trees. Paddock is said to have written, many years after the days of the revolution had passed away, to one of his Boston friends, expressing gratitude that the trees for which he had always had a deep solicitude had escaped those days of trial. Their day of doom has not yet come. The earthquakes have left them unharmed. The great gale of 1815, though it upset many, and marred their proportions, did not uproot them so but that they could be restored; nor did the storm of the twenty-ninth of June, 1860, nor the gale of the eighth of September, 1869, destroy any of these venerable trees, although in

both instances many of their large branches were broken off, and their beauty much impaired. They have passed on flourishingly; the spirit of improvement has alone come near destroying them. In the days of Mayor Armstrong they met with serious injury, when the stone foundation for the iron fence of the Granary Burial-Ground was laid. The roots by which they obtained the greatest part of their nourishment were cut off, and many of their branches began to fail. As time sped, they began to recover from this shock. They had, indeed, scarcely resumed their former condition when their roots were deprived of the necessary moisture by a closely-laid brick sidewalk, and of course they again pined. The removal, however, of a portion of the bricks, and allowance of proper moisture, together with an enriched soil, gave them another chance for the continuance of life; and thus they now remain. Far distant may the day be, when these old friends must be removed from the spot which they have so long occupied and ornamented; and may our city fathers ever regard them as among the cherished objects which must be preserved with the greatest care, as valued heritages that Bostonians have received from the generations that have preceded them.

CHAPTER XXVIII.

PUBLIC SQUARES.

Washington Square on Fort Hill · · · Ancient Cornhill · · · Bowling Green · · · Beacon Hill · · · Church Green, and Church Square · · · Columbia Square, 1801, named Blackstone and Franklin Squares in 1849 · · · Franklin Place, 1793 · · · Louisburg Square, 1834 · · · Pemberton Square, laid out in 1835, and named in 1838 · · · City Hall Square, 1841, formerly Court Square in 1815 · · · Lowell Square, 1849 · · · South End Squares in 1849–1851, Chester Square, Union Park, Worcester Square · · · Haymarket Square · · · East Boston Squares, Maverick, Central and Belmont Squares · · · South Boston Squares, Telegraph Hill and Independence Square.

Besides the Common and Malls, and the Public Garden, there are in Boston several other public grounds known as the Public Squares. These, with a few others of a more private character, should not be omitted in a description of the topography of the city. The ordinary squares at the junction of streets are more properly classed with the streets, alleys, lanes, courts and places, and will not, therefore, be taken into consideration at the present time, but be reserved for future notice.

In a previous chapter, a description was given of Fort Hill, more particularly as one of the prominent objects of view on approaching Boston. Upon its summit was formerly seen a circular enclosure, surrounded with a square, usually known as Washington Square, and sometimes as Washington Place, the circular portion retaining the name of Fort Hill, the designation which the

whole enclosure has borne for very many years. This summit was the ancient Cornhill of the forefathers of the town, and in the olden time had upon it the earliest-built fortification of the peninsula, if not even of the old colony of the Massachusetts Bay. Like all the other prominent eminences of the town, which could be reached by the winds, it was the seat of one of the numerous mills erected for the convenience of the townspeople, — this particular one being carried on by the widow Anne Tuthill, who moved it to that situation in the fall of the year 1643, not long after the death of her husband Richard, who had been a very prominent person in town matters. In the years 1740 and 1742 attempts were made to have this place called Bowling Green; and, though the project was at the latter date favorably entertained, it did not succeed, and the hill was allowed to retain its old and well-known name. As early as the year 1803, the circle had been laid out; and during the years 1812 and 1813 efforts were made for improving the general appearance of this then much frequented place. Soon after this the old wooden posts and rails were erected upon it; and these not long after gave way to a neater wooden structure, which was taken down in 1838, and a very neat iron fence completed in its place in July of the same year. The portion of land enclosed contained about 40,000 square feet, the diameter within the fence being about two hundred feet. This was sometimes called Washington Place, though the familiar name of Fort Hill is its true and most popular designation, on account of its old associations. By the Fort Hill improvement this place has been much changed in appearance, and its characteristics entirely lost.

For many years the Common and Fort Hill, if the burying-grounds are excepted, were the only public places in the peninsula which the towns-people enjoyed for pleasure meetings on gala days; for the South End with its large area of vacant land was too far distant from the settlement, and the square upon Beacon Hill, where the beacon, and subsequently the monument, stood, was altogether too limited in its size, (being only four rods square,) for anything like a promenade, although the last mentioned spot was frequently visited, in consequence of the delightful prospect of the harbor and neighboring country which it afforded.

Previous to the year 1715 a small area of land at the junction of Summer street and Blind Lane (the easterly part of Bedford street) was known as Church Green. Why it was so called cannot be inferred; for there was no meeting-house then in its immediate neighborhood nearer than the old building of the Old South Church at the corner of Milk street. The name first appears in the following record taken from the town books, under date of the twentieth of September, 1715:

"In answer to the petition of Sundry of the Inhabitants who are desirous to erect a New Meeting House, Praying the Town to grant them a Piece of Land suitable to build the same upon,

"Voted, a grant to Messrs Henry Hill, Eliezur Darby, David Craige, Nicholas Boon, Samuel Adams & their associates and successors for ever, a Piece of Land comonly called Church Green nigh Summer street in Boston of sixty five feet in Length and forty five feet in Breadth (with convenient High Wayes Round the same) for the Erecting thereon an Edifice for a Meeting House for the Publick Worship of God.

Provided the sd Meeting House be erected and improved to that use within the spaee of Three years next ensuing."

At the same town meeting, the seleetmen were empowered to lay out the pieee of land, and were directed to make and exeeute the proper deed of eonveyance, agreeably to the tenor of the grant; which act they performed on the twenty-first of November following. Of the grantees, Messrs. Hill, Darby and Craige were styled mariners, Boone a bookseller, and Adams a maltster. By the laying out of this land for the New South Meeting-House, Church Green disappeared. To this religious society, the town afterwards gave an additional piece of land, with a very cautious condition (after the prudent manner of Mr. Bulfinch, the noted seleetman); and upon these lots stood the octagonal stone building, which in the year 1868 was removed for the aecommodation of business.

Care must be taken not to confound Church Green with the well-known square for many years known as Church Square, and which surrounded the old Brick Meeting-House of the First Church in Cornhill, opposite State street; nor with the more ancient square that for several years environed the most ancient building of the same society, which stood upon the lot now oeeupied by Brazier's building in State street, and whieh was sold about two hundred and thirty years ago to an Englishman for one hundred and sixty pounds sterling, to raise means for defraying the expense of re-building the meeting-house that stood where Joy's building now is, and which was destroyed by fire on the seeond of October, 1711.

At the March meeting in the year 1800, the question

of laying out the Neek lands eame up, and the subjeet was referred to the seleetmen, who reported in Mareh 1801, presenting a plan, in which the land was divided into streets and lots, the streets being regular and drawn at right angles; "and to introduee variety, a large eireular plaee" was left to be ornamented with trees, whieh the eommittee said would "add to the beauty of the town at large, and be partieularly advantageous to the inhabitants of this part," the Neek. The "eireular plaee" was called Columbia Square; and in reality was an oval grass plot, bounded by four streets, with Washington street running through its eentre — indeed, the identieal territory now included in Blaekstone and Franklin Squares, the last of whieh was for a time ealled Shawmut Square. The old Columbia Square never beeame distinguished, exeepting its westerly part, whieh was noted as being the site on which poor Henry Phillips (Stonehewer Davis) was so uselessly hung on the thirteenth of Mareh, 1817, for killing Gaspard Dennegri at the Roebuek Tavern, near Faneuil Hall Market House, on the first of Deeember, 1816. This square was for many years mueh negleeted, and remained so until the twenty-first of February, 1849, when its easterly portion was called Franklin Square, and its westerly half Blaekstone Square, the iron fenees which surrounded these being eompleted in November of the last-mentioned year. Of these, Franklin Square now eontains 105,205 square feet, and Blaekstone Square 105,000 square feet. In eaeh of these is a fountain, supplied from Coehituate Pond.

Franklin Square must not be eonfounded with Franklin plaee, just east of the old, and now part of the present Franklin street. This last was the site of a great

private undertaking. Originally, being of a marshy and boggy character, it had lain unimproved till the close of the last century, when Joseph Barrell, Esq., a noted merchant of the town, who dwelt in Summer street, laid it out for a pleasure garden, ornamenting it with a fish pond, and fountain. In 1792, a plan was formed for building two rows of brick houses in the form of crescents, on the tontine principle, and the foundation of these was laid on the eighth of August of the next year. In a short time sixteen comfortable and fashionable houses were erected on the spot, and a small grass plot fenced in and ornamented with a monumental urn commemorative of Franklin, the great Bostonian. For this great improvement to the town, its people were indebted to Charles Bulfinch, a gentleman of great enterprise and refined taste, and to William Scollay and Charles Vaughan, men eminently distinguished for their public spirit and endeavors in improving the style of building in the town. The urn was removed a few years ago, when the present stone warehouses were erected on the two sides of the place, which is now known as Franklin street, the name of place having been taken from it. This monument was obtained in Bath, England, by Mr. Bulfinch, and sent to this country. It now stands upon the lot on Bellwort path, leading from Walnut avenue in Mount Auburn Cemetery, where are deposited the remains of the most noted of the chairmen of the selectmen of Boston.

Louisburg Square, private property, situated on the western slope of Beacon Hill, and upon a portion of Mr. Blaxton's garden, was laid out about the year 1834. The statue of Aristides was placed in the grass plot in it on the first of December, 1849, and that of Columbus more recently.

Pemberton Square, also private property, is the site of one of the old peaks of the easterly summit of Beacon Hill, and was laid out in the year 1835; and the surrounding land for building lots was sold on the seventh of October. It had its present name assigned to it on the nineteenth of February, 1838.

When the court house on School street was refitted for a City Hall, in the years 1840 and 1841, the buildings in front of it were removed, and the land, the last part of which had been purchased on the fourth of June, 1839, was laid out as a square, and fenced with iron pales. Many persons will undoubtedly remember when Mayor Bigelow in 1851, about the time of the "reign of terror" to the dogs, had the additional pales inserted in the fence, to keep annoying animals from the enclosure. Before the erection of the present new City Hall, the City Hall Squares contained 10,200 square feet of land. The old building, one story high, on School Street, near the burial-ground, occupied many years as a grocery store by Asa Richardson, will be easily recollected, as also will the brick building in its rear, erected by Hon. William Sullivan in 1815, and known as Barristers' Hall. This was named Court Square on the fifteenth of September, 1815, on the completion of Mr. Sullivan's building. The statue of Franklin was inaugurated in front of the old City Hall on the seventeenth of September, 1856, and was finally removed to its present position on the seventh of July, 1865. The iron fence, which was completed in November, 1865, adds much to the neat appearance of the squares. The most westerly of these two squares, that in which the Franklin statue stands, is shaded by a very large triple-thorned acacia (*Gleditschia triacanthos*), one of the largest and most ornamental of the na-

tive forest-trees of America. No ruthless hands should ever lay violence upon this tree, which already vies in size and beauty with those cultivated with much care in some of the palace-gardens and parks near London.

In 1849 a lot of land was purchased in Cambridge street in front of the Meeting-House of the West Church, and laid out into a square. This lot of land contains 5,782 square feet, and was sometimes called Derby Square. On the twelfth of November, 1853, the late Rev. Dr. Charles Lowell set out four oak-trees in the enclosure, the same having been raised from acorns planted at his seat at Elmwood, in Cambridge.

In 1849 much was done during the first year of the mayoralty of Hon. John P. Bigelow towards improving the public lands at the South End of the city; and in 1850, a new ordinance was passed concerning the public lands which gave enlarged powers to the joint standing committee of the city council. On the seventh of February, of the last-mentioned year, the following order was passed:

"Ordered, that the Joint Standing Committee on Public Lands be authorized to lay out such streets and squares on the public lands, and make such alterations in the lots as the best interests of the city may require; provided such laying out shall not conflict with the rights of private citizens, and be subject to the approval of the Mayor and Aldermen."

The committee who were to carry out this important order consisted of Hon. Mr. Bigelow (the Mayor), Aldermen Samuel S. Perkins and Billings Briggs, and Messrs. Abel B. Munroe, Nathaniel Brewer, Albert T. Minot, Benjamin Beal and Aaron H. Bean of the common council. The committee was largely assisted by

Hon. Peleg W. Chandler, who has so unwaveringly advocated all the recent city improvements in connection with the public lands; and also by a special committee, of which Hon. Henry B. Rogers, then an Alderman, was chairman, and through whose active exertions a high grade for the neck lands was obtained, which added much to the value of the territory for private dwellings. Plans and estimates were made by Messrs. E. S. Chesbrough and William P. Parrott, skilful and experienced engineers; and from this time the South End began to be the most desirable part of the city for genteel residences. About this time, and in consequence of the above-mentioned order of the city council, several squares were laid out at the South End, mainly through the instrumentality of Mr. Minot, a member of the committee. Of these, Chester Square, which contains 57,860 square feet of land, and East Chester and West Chester Parks (called avenues by vote passed in 1869), were established in 1850, and the neighboring house-lots were sold on the thirtieth of October, 1850. Union Park (originally laid out as Weston street) contains an area of 16,000 feet, and its lots were sold at auction on the eleventh of June, 1851. Worcester Square, of the same size, was sold on the seventeenth of May, 1851.

Haymarket Square has a much older date for its establishment than the South End Squares; but its fountain was erected in 1851.

The squares at East Boston were established about the same time. Maverick Square, containing 22,500 square feet, of which 4,398 are enclosed within an iron fence; Central Square, 49,470 square feet, 32,310 enclosed; and Belmont Square, 10,200 square feet.

At South Boston, 190,000 feet of Telegraph Hill, independent of the reservoir, were enclosed with a fence in 1851 and 1852; and Independence Square, between Broadway, Second, M, and N streets, containing about six and a half acres, was established by a vote of the Board of Aldermen on the thirtieth of November, 1857. A strip of land east of the City Point Primary School-House contains 9,510 feet, surrounded with an iron fence.

All of these public squares are kept in excellent condition, under the superintendence of the Committee on the Common and Public Squares; and pains are taken to make them ornaments to the city, and pleasant places of resort for the inhabitants.

CHAPTER XXIX.

SPRINGS, TOWN PUMPS, AND RESERVOIRS.

Boston selected as the Seat of the Governor and Company in Consequence of its Springs of Water ··· The Springs ··· The Great Spring in Spring Lane ··· The Ancient Springate, and its Early Residents ··· Blaxton's Spring near Louisburg Square ··· Spring Street Spring ··· West Hill Spring ··· Other Springs ··· Boston Mineral Spring in Hawkins Street ··· Thomas Venner's Well, and the Old Town Pump in Old Cornhill, 1650 ··· The Last Appearance of the Old Well ··· Origin of the Old Town Pump in Dock Square, 1774 ··· William Franklin's Old Well in 1653 ··· Other Old Public Pumps ··· Reservoirs ··· Jamaica Pond Aqueduct, 1795.

While the forefathers of the town were temporarily seated at Charlestown (the ancient Mishawum of the aborigines), and were looking around for a permanent settlement, they were considerably distressed for a sufficiency of pure spring water of easy accessibility. On their then small peninsula they had a good situation, as far as the site was concerned; for it was in an extremely pleasant and salubrious locality, and was nearly surrounded by an arm of a navigable harbor, and by inlets of salt water possessing deep and broad channels. But in Charlestown there was a great deficiency, as far as could be then known, of the requisite springs of fresh water; indeed, there was only one known spring, and that afforded a brackish and insufficient supply, and was far remote from the settlement, being upon the salt-water flats, and only accessible at low tide, and consequently, giving but a scanty quantity, was a precarious

reliance. It was in this emergency that Mr. William Blaxton, who had for some time been a resident upon the peninsula called by the Charlestown people Trimountaine, and who had discovered a remarkable spring of water there that more than supplied all his needs, very generously communicated the information to his suffering countrymen across the river, and pressingly urged them to take up their abode on his side, upon the ancient Shawmut. The solicitations of the reverend gentleman prevailed, and soon after the death of Mr. Isaac Johnson, one of the most important men of the new enterprise, the colonists moved over to Boston, as they had named the site of their new town, and commenced the settlement which undoubtedly they considered peculiarly well adapted for the beginning of a large commercial emporium.

As the springs induced the Governor and Company of the Massachusetts Bay — in other words, the Massachusetts colony — to make their principal settlement at Boston, and as several of them have been noted in their day, a few words concerning them may not be out of place in the local descriptions attempted in these chapters.

The best known of the springs is that which gave name to a noted locality, called in the olden time "the Springate," but now, and for many years back, designated as Spring Lane. Any one who walks through this narrow passageway, leading easterly from Washington street, will notice on the left-hand side of the lane an angle in the sidewalk, exactly opposite the northwest corner of a building erected by the Old South society for the purpose of a chapel. At this point, in the gutter, once stood a wooden pump, which many of the

older residents of Boston will well remember. This old friend of humanity, with its wooden nose and iron handle, stood in a well dug on the site of the spring, which had failed somewhat when the wells of the neighboring estates had been sunk, after the loeality had beeome thiekly settled. The spring was feneed in during the early days of the town government, and was approaehed through a gate; and from this originated the name of the lane in whieh it was situated. In later times this was designated as the Great Spring, and was very noted in its day. North of it was the estate of Goodman Thomas Oliver, one of the Elders of the First Chureh, a person held in sueh esteem by his fellow townsmen, that in the year 1646, when horses were forbidden to feed upon the Common, exeeption was made in favor of one horse for him; and his sons, Ensign James Oliver and Sergeant Peter Oliver, were, in 1652, "granted liberty to set up a windmill between the town and the hill ealled Fox Hill," the elevation on the Common formerly known as Flagstaff Hill. Governor John Winthrop and Mr. William Hibbins, one of the Assistants, whose wife Mary was exeeuted in 1656 upon the Common for witeheraft, and Mr. John Spoore, had their house-lots on the south side of the lane. Spoore's estate was bounded on the north by the ereek that flowed from the lane into Oliver's Doek, and on the east by the marsh eommonly known as Winthrop's Marsh, whieh extended up into the town as far as the present Devonshire street. This last-named estate in 1671 fell into the possession of Mr. John Winslow (brother of Governor Edward Winslow of the Plymouth Colony) and his wife Mary Chilton,—she who, eoming over in the renowned May Flower, in 1620, has the reputation of

being the first woman who landed upon New England soil from that ever memorable vessel which so joyfully landed its freight of pilgrims upon Forefather's Rock at Plymouth, on the twenty-first of December of the same never-to-be-forgotten year. The last-named estate is now covered by Minot's building, and has been occupied many years by printers and type-founders. This spring of living water undoubtedly furnished its grateful liquid draughts to the parched lips of the first Governor, and first ruling elder of Massachusetts, and of Plymouth's distinguished pilgrim. When this spring ceased to bubble to the surface of the earth in the Springate, and when the well received its tributary offering, is not known; but the wooden pump is well remembered by those who in days of yore enjoyed its cooling and refreshing water. During the fall of 1869, while workmen were engaged excavating a cellar for the new post-office building on the lot between Water and Milk streets, and facing upon Devonshire street, this old spring found an opportunity of escape, and commenced anew in discharging the refreshing element, much to the annoyance of the builders, who much preferred a dry cellar to a free supply of pure water.

Within the recollection of many of the old residents of the westerly slope of Beacon Hill, a large spring poured a bountiful supply of water not far from the centre of the grass plat in the enclosure of Louisburg Square. This was unquestionably the identical spring that yielded its benevolence to Mr. Blaxton, and was the earliest inducement that led the fathers of the town to the peninsula. Until Beacon Hill, or rather that portion of it sometimes designated as Mount Vernon, was removed, the spring continued to flow, and gave in

bounteous streams its pure and soft water. It was about eighty feet above high-water mark, and in its latter days had three outlets. It furnished water for the negro washerwomen, who frequented the neighborhood of the springs, where they were wont to have their cleansing tubs, feeling very little concern whether the Jamaica Pond aqueduct should give out or not, or whether or not the city should introduce a public supply of pure fresh water from any of the neighboring ponds or streams. Cochituate Lake and its brick culverts and iron pipes and hydrants would have been of little account to them, supplied as they were with enough of the best and purest water from nature's own well-springs, without water rates or taxes. This spring should have been preserved, and allowed to flow into basins of marble, as a perpetual memorial of William Blaxton, and in remembrance of the great act of benevolence which gave rise to the capital of New England.

A spring of considerable consequence used to flow on the northwestern side of Spring street, a short distance east of Milton street, hence the derivation of the name of the street where it was situated. By those who formerly supposed Barton's Point to be identical with Blaxton's Point, this was considered to be Blaxton's Spring. But such was not the case.

A noted spring, endeared to the famous old punch drinkers of the town, was situated just west of West Hill, on the shore of Charles River, and only accessible at low water. The water from this is said to have had special qualities for the manufacture of the once popular beverage called punch, and consequently the spring was much frequented by the jolly fellows of the town, who in days that are past were generally pretty good epicures.

Elderly persons often speak of other boiling springs in the town; and, if tradition can be believed, there were springs of this character, one near Fox Hill on the west side of the Common, one running from Pemberton Hill, the eastern head of Beacon Hill, into Howard street, one at the corner of Lynn and Charter streets, one in the yard of the Massachusetts General Hospital, one near Franklin place, one on the west side of Hancock street, and one near the corner of Bath and Water streets. Such of these as ever existed, or continue at times to give evidence of past activity, were of very little value, and were of no importance in supplying the inhabitants with water for domestic purposes. Most of them were considered as inconveniences until they disappeared.

The number of hidden springs, which only came to notice as wells were sunk, was very large; and occasionally great virtues were ascribed to many of them. The older inhabitants of Boston can undoubtedly remember the renowned Hall spring in Hawkins street, the famous mineral quality of which was somewhat augmented one morning, about sixty years ago, and as suddenly lost the next day, to the no great annoyance of its proprietor, and disgust of his patrons, who were wont to visit his comfortable seats, and partake of the delicious and rejuvenating beverage of the sulphurous spring. The following advertisement, which was published in the New England Palladium on the morning of the sixteenth of September, 1808, may recall to mind more vividly the remembrance of this once charmed well:

"BOSTON MINERAL SPRING.

"Mr. Hall having taken up his well the last week, and deepened it, has the water again ready for public use, and much stronger impregnated with its mineral quality than before. The water of this well is so much like the Ballstown water, that it is considered a good substitute in all cases where Ballstown water is useful."

Unfortunately for the proprietor of the mineral spring, a disagreeable story got about, that the well had lost its mineral qualities and medicinal virtues. The source of revenue failed, and in a short time the Boston Mineral Spring was almost entirely forgotten, and kept only in remembrance by those who had no specially good reason for desiring to forget it, and who occasionally kept it in their minds as a good story of the uncertainty of some kinds of earthly riches.

The first well we have any authentic knowledge of in Boston was sunk by Thomas Venner, a cooper, whose house-lot was situated on "the High Street" (now Washington street). The order granting permission for this privilege was passed on the sixteenth of March, 1649–50, in the following words:—"Mr. Venner, and the neighbors thereabout, had libertie to dig a well and set a pumpe therein neere the shop of William Davis, providing without annoyance to the street passage for the waste water." If this is the origin of the first town pump, the "seven men chosen to manage the towne's affaires" were grossly imposed upon by Mr. Venner; for the old pump, which stood in old Cornhill, in the middle of the street, and which was removed as late as the early part of the present century, was one of the greatest nuisances to the neighborhood that could possibly have been tolerated. The pump-handle kept going from early morning to late night,

and its music was only interrupted by the clatter of the iron cup and its chain against the pump, as from time to time they dropped from the hands of those who had quenched their thirst with the pure liquid from Mr. Venner's well. Morning sleep was then impossible, and early rising no particular virtue. As late as the year 1760 the selectmen were instructed to do as they might think proper about repairing the Old Town Pump in the well; but, after a while it fell into disuse, and was removed, and the well covered up so as not to be an interruption in the street. This ancient well, one of the oldest landmarks of our forefathers, was exposed to view on the second of July, 1858, when workmen were laying a new drain in Washington street, preparatory to placing in that street the rails of the Metropolitan railroad. The well was found dry, owing to its being partially filled up with dirt; and after the drain was completed, the top of the well was closed with large stones and sealed with cement, probably never again to be opened to mortal view. A large part of its walls was originally laid with stone, but the upper part was carefully constructed of brick. Its exact position is in the centre of the street, about thirty feet north of the northeast corner of Court street.

Perhaps the reason why the Old Town Pump was removed was pretty much the same that is given now-a-days when improvements are to be made, namely: "That there was no need of the old thing"; and this is made apparent when we read the following vote of the townsmen, passed a little less than a century ago:— "At a meeting of the Freeholders and other inhabitants of the Town of Boston duly qualifyed and legally warned in publick Town Meeting assembled at Fanuel

Hall on Wednesday 10th Day of May 10 o'clock Forenoon A. D. 1774," and by adjournment to August 30th, 10 o'clock,

"*Voted*, That the Committee appointed to Consider of Ways and means for employing the Poor of this Town now out of Business by the opperation of the Boston Port Bill, so called, be allowed and empowered to make such an agreement with the Petitioners for a Well to be dug on Dock Square as said Committee may apprehend to be for the advantage of the Town."

The above quoted vote was the origin of the Town Pump, so famous in our younger days; the same that stood so long, and was so noted, at the extreme western end of the square, at the junction of Washington and Brattle streets, and which was removed when the Cochituate water was introduced into Boston in 1848.

Another ancient pump once stood in a well dug by William Franklin and others in 1653, near the King's Arms Tavern, which formerly, as early as two centuries ago, was the principal place of entertainment in the town, and was at the corner of Col. Shrimpton's Lane, now called Exchange street.

Were one inclined, many other noted wells and pumps of a public character could be mentioned; among these, one stood in North Square, near the old residence of the Mountfort family; one was on the easterly side of Washington street, not far from Castle street; another was at the head of State street, near the old State House; another on T Wharf; another on Long Wharf, and another on South Market street, near the central door. These disappeared like snow before the sun when the hydrants were brought into use after the introduc-

tion of water. After Boston became a city, many large reservoirs were dug in the principal squares and broad streets, chiefly for containing water for use in case of fire. These also fell necessarily into disuse at the same time with the public pumps.

On the twenty-seventh of February, 1795, a company was established for supplying the town with pure water from Jamaica Pond in Roxbury. The company did their best to perform what the inhabitants required, but, like the Town Pumps, had to succumb when the larger institution prevailed.

In the early days of the town, the people near the centre of the peninsula were supplied with water from the conduit near Dock Square, and the cows and horses from a pond at the south part of the town in the present Bedford street.

CHAPTER XXX.

THE OLD CONDUIT.

The First Attempt to introduce Water into Boston · · · A Conduit Suggested by Capt. Robert Keayne in 1649 · · · Keayne's Bequests, 1653 · · · Capt. William Tyng's Grant to Everell and Scottow in 1649, confirmed in 1656 · · · Conduit up in 1652, and incorporated · · · Description of the Conduit · · · Its Situation · · · Conduit street · · · Uses of the Conduit · · · Great Fire of 1679 · · · Surroundings of the Old Conduit · · · Old Sun Tavern · · · Bight of Leogan · · · Old Hancock House in Corn Court · · · Old Fish Market · · · Swing Bridge · · · Triangular Warehouse · · · Roebuck Passage · · · Old Feather Store · · · Old Museum · · · Elephant Tavern · · · Draw Bridge · · · Golden Candlestick · · · Sign of the Key · · · Scottow's Alley · · · Union Stone · · · Boston Stone · · · Mill Bridge · · · Star Tavern · · · Green Dragon Tavern · · · Old Franklin House.

NOTWITHSTANDING the numerous springs which poured out water in various parts of the town, the good people in the olden time were so illy provided with this necessary element, that very soon after the settlement of the peninsula resort was had to artificial means for obtaining a more plentiful supply of this important and much needed article. Among the most noted of the early attempts for procuring water for the daily use of the towns-people was the conduit, a very singular contrivance, but one which answered a very good purpose in the limited space in which its benevolence was experienced. Most persons who have read the accounts of the old town have undoubtedly noticed allusions to this structure, but few have been able to form a definite idea of this early handiwork of the enterprising forefathers

of the town, or been fortunate enough to designate upon the map its exact position.

If the early constructed wells are excepted, the ancient conduit may be justly said to have been the first attempt towards introducing water works in the town, and had its origin in the early necessities of the townsmen. The want of something of the kind had become so evident as early as the year 1649, that the subject of a public conduit had been mooted in the town, and Captain Robert Keayne, of the Artillery Company, had made certain provisions for the establishment of such a contrivance in a will written that year, but subsequently superseded by the voluminous instrument of one hundred and fifty-eight recorded pages, executed on the twenty-eighth of December, 1653, and proved on the second of May, 1656, he having died on the twenty-third day of the previous March of the last-mentioned year. This remarkable individual in his curious document used the following language: "Haveing beene trained up in Military Discipline from my young^r^ yeares, & haveing endeavoured to promote it the best I could since God hath brought me into this country [in 1635], & seeing he hath beene pleased to use me as a poore Instrument to lay the foundation of that Noble Society of the Artillery Company in this place, that hath so far prospered by the blessing of God, as to helpe many with good experience in the vse of their armes, . . . I shall desire to be buryd as a Souldier in a Military way." After providing for his family, he sets apart the sum of two hundred pounds for any man or woman, in Old England or New, who could make it justly appear that he had unjustly wronged them. He made bequests for a market house, a conduit (a good

help in danger of fire), conveniences for the courts, commissioners and townsmen; a room for a library, a gallery for the elders, an armory, a room for divines, scholars, merchants, shipmen, strangers and townsmen, and many other things, according to his strange fancy. If the town should slight or undervalue his gift for the conduit and other "buildings," then his money, and the books he proposed for the library, were to go for the sole use of the College at Cambridge. While it is certain that Captain Keayne's books did not go to found the library, — for that good act was left to be performed by Mayor Bigelow two hundred years later, — it is undoubtedly true that the conduit had its origin in the provision of the Captain's will; for it appears that in the year 1649, during his lifetime, Mr. William Tyng, a wealthy and distinguished townsman of Boston, and subsequently of Braintree, gave certain rights and privileges to Messrs. James Everell and Joshua Scottow, and their associates, in a certain estate, "with free liberty to dig, find out, erect and set up one fountain, well, head spring, or more, within his land or pasture ground, situate, lying and being on the westerly side of his then dwelling-house in Boston aforesaid, as also from said well or wells, fountain or fountains, to dig or trench through said pasture ground, to lay down such pipes or water-work conveyances as should be necessary for the carrying or conveying of water from the aforesaid fountain or fountains, well or wells, unto such place as the said neighborhood and company shall see convenient for the erecting of a conduit or water works." Mr. Tyng died on the eighteenth of January, 1652–3, and subsequently the grant was confirmed by the trustees of his children, on the twenty-ninth of April, 1656. It is

certain that the conduit was "set up" in March, 1652, for at that time the townsmen voted that Mr. James Everell and the neighbors should have one of the bells which were given to the town by Captain Crumwell for a clock, and enjoy while they make use of it there. In 1652, at the May session of the General Court of the Colony, on petition of the inhabitants of "Conduite Streete in Boston," the water-works company was incorporated for building the conduit, and provisions were made for the use of the water in case of fire.

From what has been stated, it would appear that the conduit was a large reservoir, about twelve feet square, made for holding water, conveyed to it by pipes leading from neighboring wells and springs, for the purpose of extinguishing fires and supplying the inhabitants dwelling near it with water for domestic purposes. Over the reservoir was a wooden building in the olden time, used for storage purposes; but in more modern days the old building was removed, and the conduit covered with plank, raised in the centre about two feet, and sloping to the sides like a hipped roof. On Saturdays, this platform was used as a stand for a meal market, which was as noted in its day as the hay-stand in Haymarket Square is at the present time. As it stood in the very old times with Captain Crumwell's bell, it must have been one of the most remarkable of the ancient landmarks of the town.

This strange construction was situated in a square formed by the junction of Wing's lane (now Elm street) and Union street, in the neighborhood of the present North street, and a short distance from Dock Square. The street leading from the Conduit to the Draw Bridge, placed over the Mill Creek (now the site

of Blackstone street), was one of the first highways laid out by the early settlers of the town, and was for a long time known as Conduit street, because the proprietors of the conduit owned an estate on the north side of the street, about where the old building stands, now occupied by Joseph Breck and Son as an agricultural warehouse, and which was in the early part of the present century the next east of the old Boston Museum, where so many curious and rare objects used to be exhibited; and one side of which, at no very distant date, was bounded by an open lane or passage-way, which contained a water convenience that may be remembered by persons who lived in the neighborhood only fifty years ago as the conduit, — a name which was given to it by the boys, who had probably heard of the old reservoir of 1652; and on the east of this lane was the old Elephant Tavern of bygone days. The exact position of the conduit is marked out on John Bonner's plan of the town, engraved in 1722, and has been pointed out by antiquaries as being near where the present North street and Market Square join Union street, just west of the "Old Feather Store," which was taken down between the tenth and thirteenth of July, 1860, to the great regret of many who delighted in looking upon that well-preserved specimen of the buildings of the first fifty years of the town's history. Old Conduit street, which was sometimes called Draw Bridge street, lost its name in 1708, and the way from the conduit in Union street over the bridge to Elliston's corner, lower end of Cross street, was named Ann street, in honor of good Queen Anne of blessed memory, just as Union street took its name at the same time in commemoration of the great British union.

The old conduit never fulfilled the expectations of those who devised and built it; and its traces have so entirely disappeared, that not a single vestige of it can be found, and only an occasional mention of the street that bore its name, and of the old estate alluded to, is all that can be found concerning it in the ancient town books and in the records of the conveyances of land in Suffolk Records. No digging in the street for the laying of drains or sewers has, within the remembrance of persons now living, shown any of its remains; although it was well remembered in its last condition by the old persons who have recently passed away.

With the exception of the companies for iron works in various parts of the colony, this establishment was one of the earliest incorporations for private purposes in Massachusetts; and it undoubtedly was of some service on washing days, and at times of "scathfiers" in the neighborhood. On the occasion of the great fire of the eighth of August, 1679, it was put to especial use, and undoubtedly did much to save the property situated north and west of it, although all the business part of the town south of it, from the old feather store corner to Mackerel Bridge near Liberty Square, was completely destroyed by the raging element.

The site of the old conduit was, until the recent improvements at the South End and on the Back Bay Lands, in the centre of the town; and probably there were more matters of interest within a minute's walk from it than from any other point on the peninsula. Just south of it, a few steps, was the westerly termination of the Old Dock, now filled up, but which extended to the buildings forming the western boundary of Market Square; and this separated it from the old "Sun Tavern,"

at the corner of Dock Square and the old Corn Market, favorably known the past sixty years as the grocery store of the famous George Murdock, and of his successor, Wellington. Taking a course around the conduit as a centre, next came the renowned "Bight of Leogan," late the Bite Tavern of James M. Stevens, and farther on "Col. Fitch's Lane," known better as Flagg alley or Change avenue, with its narrow passageway, "Damnation Alley," behind Dr. Noyes's old apothecary shop, lately renewed by William Read as a gun store. Then came Corn Court, with the "Hancock House," in which it is said Louis Philippe tarried while he made his short abode in Boston during the French Reign of Terror. Between these and the Dock formerly stood Palmer's warehouse, which gave way to Faneuil Hall and the "Old Fish Market"; and east of these was the "Swing Bridge" over the street that led to Ann street, passing by the "Old Triangular Warehouse," at the corner of North Market street and the ancient "Roebuck Passage," which was so narrow that only one team could pass through it at a time, and which often presented the curious scene between teamsters, made common by the custom of tossing a copper to see which should back out for the other. Between the conduit and the Roebuck Passage were the "Old Feather Store," the "Old Boston Museum," and the "Elephant Tavern" already alluded to; and not far from these was the "Old Draw Bridge" in Ann street over the Mill Creek, which gave way in 1659 when the crowd returned from the Common after the hanging of the Quakers. Easterly, in old "Ann street," between the conduit and the Draw Bridge, will be remembered Samuel Whitwell's "Golden Candlestick" at the corner of Union street

and William Homes's "Key," and the crooked old archway over Scottow's alley that led to Creek Square and Hatters' Square. In Union street to the northeast the memory will extend to the "Union Stone" near Atwood's Oyster House, and to the "Boston Stone" at the corner of the old building that used to stand in "Marshall's Lane." In Hanover street the "Mill Bridge," a stone arch, the old "Star Tavern" at the northeasterly corner of Union and Hanover streets, the ancient "Green Dragon Tavern" in North Union street, and the old "Tallow Chandler House," more generally known as the "Blue Ball," on the corner of Union street, in which the parents of Franklin dwelt the last years of their lives, and in which the great Bostonian passed his boyhood, and which was demolished on the tenth of November, 1858, and its site turned into the street, will not soon be forgotten. These, with innumerable other objects of interest, will occur to any one who retraces the steps of his younger days in passing around this noted neighborhood. Each of these could furnish a chapter of interesting reminiscences, and some of them could awaken memories of the past connected with the most important era in our national history.

CHAPTER XXXI.

PONDS AND AQUEDUCTS.

The Town's Watering Place in Pond street, now Bedford street ··· Its Site ··· Attempts to have it filled up ··· Its Sale in 1753 to David Wheeler ··· First Mention of it in the Book of Possessions, 1643 ··· Estates Contiguous to it ··· Size of the Pond Lot ··· The Rowe Estate ··· Avon Place ··· Owners of the Pond Lot ··· Swamps and Marshes ··· Jamaica Pond Aqueduct ··· Aqueduct Company incorporated in 1795 ··· Location of the Logs, and Extent of Supply of Water ··· The Lake Cochituate Water Act Passed 1846 ··· Water Introduced into Boston in 1848 ··· Mystic Water Introduced into East Boston, January, 1870,

Exclusive of the ponds on the Common, there were, two hundred years ago, two other ponds so called; but both of them have now disappeared forever. One of these was formed by natural causes, and was coexistent with the town; while the other, a work of human art, had its origin in the exigencies of the early settlers of the peninsula. The latter of these, the Old Mill Pond, made by the building of the Old North Causeway, has been sufficiently described in a former chapter; the former, the old watering place, is worthy of a short notice.

The natural pond was of very small size; but its water is said to have been of considerable purity for such a location as it possessed, and was much valued by the townsmen of the olden time, who took good care of it, it being, as the old records styled it, the "Town's watering place for their cattle." Although this ancient convenience, which our forefathers enjoyed, has been

destroyed, and no vestige of it left, yet its position is distinctly noted on the oldest map of the town, — Bonner's plan, as it is called, published by William Price in 1722. It was on the northerly side of Pond street, which took its name from this circumstance, and which, in February, 1821, took the name of Bedford street, in honor of the late Jeremiah Fitch, Esq., one of the last Board of Selectmen, whose family had a summer residence in the town of that name; and its exact site was a short distance west of the meeting-house occupied by the society of the Second Congregational Church, now under the ministry of Rev. Chandler Robbins, D. D., and nearly opposite the Latin school-house.

Tradition, passed down from the early inhabitants, would lead to the inference that this pond was the convenience chiefly used for the cattle, and that cows and horses were driven to it from great distances in the town. This may be true, for the nearest public pump, a hundred years ago, was farther from it on the north than State street, and there was no accommodation south of it belonging to the town. The spring in Spring Lane was undoubtedly used somewhat for the same purpose, and the ponds on the Common were chiefly for the supply of the cattle that pastured there.

In course of time the pond became a great trouble to the families in its immediate neighborhood, and motions were made by the inhabitants to have it filled up, and the Selectmen were required to consider the subject; but no satisfaction could be obtained from this body, further than the following opinion, which was ventured by them on the second of May, 1739: "That it is with the town to give leave for filling up the said pond if they see fit, and we are of opinion it may be convenient

to have it so done accordingly." Nothing resulted from this opinion, except renewed efforts for getting it out of the possession of the town; and with this view Mr. Benjamin Church, a land-owner in the vicinity of it, petitioned the town, on the fourth of May, 1743, that it might be granted to him; but the town refused the request. Again, in the year 1753, David Wheeler, who owned the estate just west of it on the main street (then Newbury street), petitioned, requesting that he might be allowed to hire or purchase the same; and the matter was referred to a committee to examine into the condition of the pond, and ascertain what encroachments had been made upon it. The committee subsequently reported that the pond, so called, was a nuisance, and recommended that it be sold to help pay Mr. Dolbeare a debt owing him, he having erected certain buildings near the town dock for the benefit of the town; and on the fifteenth of May, 1753, the freeholders and other inhabitants in town meeting accepted the report, and voted to sell the land on which the pond was situated, which was done at public auction, on the twenty-seventh of the following August, to Mr. David Wheeler, blacksmith, for fifty-one pounds in lawful money.

The first mention of "the watering place" is to be found in the "Book of Possessions," which contains an inventory of the landed property of the real estate owners in Boston, as it was held by them about the year 1643. This book, which is carefully preserved among the city archives, had its origin in an order passed by the General Court of the Colony, on the ninth of September, 1639, and complied with imperfectly by the town about the years 1643 and 1644. At this early

date, the land in which the pond was situated was at the then southerly part of the town, abutting southerly on the south lane leading to Fort Hill, then known as the Pond street, and fronting the estate of Mr. Robert Woodward, a carpenter, who had his house and work-shop upon his lot, which extended westerly to the High street (now Washington street). Westerly the pond lot was bounded by the estates of Mr. Thomas Wheeler and Mr. William Blantaine, and northerly by the estate of Mr. Blantaine, — the easterly boundary being open land or highway between the pond and the estate of Mr. John Viall.

In 1753, the time the estate was purchased by Mr. Wheeler, the lot was very small, containing less than one-ninth of an acre, and measured southerly on Pond street (now Bedford street) only forty-seven feet. Westerly it measured one hundred and eight feet, partly on the estate of the heirs of Samuel Adams, Esq., and partly on land of Mr. Benjamin Church; northerly forty-six feet on the same estate of Mr. Church; and easterly ninety-four feet in part on land of Mr. Church, and partly on land of Mr. Robert Thompson.

The estate on the east of the pond, which, in 1753, belonged to Mr. Thompson, was purchased by him of Mr. Benjamin Church in 1742, and, in 1764, was sold to Mr. John Rowe (the person who gave name to Rowe's Pasture), and his heirs sold a large portion of it to Hon. William Prescott on the thirty-first of May, 1817. The Prescott heirs conveyed their portion of the estate, in 1845, to Hon. Henry B. Rogers, for the Church of the Saviour, then under the ministry of Rev. Mr. Waterston; and on the easterly portion of which his congregation erected the meeting-house now occupied by the

society of which Dr. Robbins is the pastor. On the northerly part of the Prescott lot now stands a large brick dwelling-house, and immediately west of this was the Old Pond, the Town's Watering Place, or Wheeler's Pond, just as any one pleased to call it. The two lots on the west of the Pond lot extended to the High street, as it was called, and have been divided and subdivided many times, until they now number many independent estates. The portion of Mr. Church's land on the rear was, in the year 1818, in connection with other estates, laid out into Avon place, chiefly through the instrumentality of the late Charles Ewer, Esq. This place has recently, by an order passed in 1867, been extended into Chauncy street, and now with Temple place forms a continuous avenue to Tremont street.

Mr. Wheeler did not destroy the pond when he bought the estate, but probably kept it many years in the condition in which it was when he received it. He died on the twentieth of September, 1770, giving his wife Hepzibah a life estate in the property, and providing that at her decease two-thirds of it should go to his son David, and the other third to his daughter Sarah, the wife of Jonathan Jones, a hatter. Goodwife Wheeler died in January, 1773; and David Wheeler, the son, also a blacksmith, as his father had been, died on the sixth of August, 1772, and his third wife, Doreas, survived him, together with his daughter Elizabeth by his first wife, Elizabeth Davis. This daughter died unmarried on the first of December, 1808, and the Pond estate passed into the possession of her aunt Sarah Jones, who with her husband Jonathan Jones and her maiden daughter Nancy conveyed the estate by quitclaim deeds in 1809 and 1811 to their daughter Hepzi-

bah Jones. Hepzibah, in turn, on the thirtieth of July, 1830, quitclaimed her right in the estate to Richard Dewerson, a well-known ingenious mechanic, who died not long ago.

The long continued interest that the early Wheelers had in this estate, it being contiguous to the possession of the earliest of the name long before David became the purchaser, gave to the pond the name of Wheeler's Pond; and by this designation it was most generally known during the last half century of its continuance. It has not been known to supply water within the memory of any person living, although there are many persons now on the stage of life who think that they can remember skating on this pond during their early years. Be this as it may, it is certain that the boys of fifty years ago used in winter to gain access, through a passage-way leading from Washington street, not far from the present Avon place, to a small plat of ice, which was situated not far from the back part of Mr. Wheeler's lot.

With this pond disappeared all that could be called a natural pond on the peninsula; for there is no evidence whatever that the Frog Pond on the Common was ever anything more than a marshy bog transformed into an artificial pond by the industry and labor of the older townsmen. Similar places were in other parts of the town, and it would be an omission, deserving of being considered a fault, were no mention made of the most memorable of the swamps or bogs which were once to be noticed in Boston, and some of which can well be remembered by the old people now living in the city. The most noted of these were in places now perfectly dry, and so well guarded as to defy the scrutiny of the

most profound geologist to point out their locality from any present indications. A very noted one occupied a large space south of the Public Library building, between Boylston street and Eliot street, its central part being where Van Rensselær place now is. Another covered the territory of Franklin place, extending from Hawley street nearly to Atkinson street; and a third, nearly contiguous to the last named, was situated where the southerly end of Devonshire street now is, a little north of Summer street. Where the estates lie between Rowe place and Kingston street was another, which was formerly a part of the large field known as Rowe's Pasture; and on this spot a noted antiquarian writer has been known to have shot a killdee not far from the commencement of the present century. At the South End, marshes were on each side of the main street, especially in the neighborhood of Northampton street; and at the West End, between McLean, Allen and Blossom streets, was a considerable swamp, the remembrance of which has not entirely passed away. Unquestionably there were other low places of a marshy character, but those mentioned above are the most known.

Before quitting the subject of water, it may not perhaps be amiss to say a few words about the Jamaica Pond aqueduct, which at the early part of the present century supplied so large a portion of the inhabitants of the south part of Boston with fresh water for domestic use. On the twenty-seventh of February, 1795, Governor Samuel Adams approved an act of the General Court, whereby Luther Eames, Nathan Bond and William Page, and their associates, were vested with corporate powers for the management and direction of the business, as a company, of bringing fresh water into the

town of Boston by subterraneous pipes; and, by a subsequent act, passed on the tenth of June, 1796, this corporation was empowered to assume the appellation of "The Aqueduct Corporation." The corporation was authorized "to bring from any part of the town of Roxbury into the town of Boston, and into any street in the same town, all such fresh water as they, the said Luther Eames, Nathan Bond, and William Page, and their associates, or any, or either of them, in their private and natural capacities" then had or hereafter should "have a right to dispose of, or to convey from the springs or sources thereof." The act gave power also to open the ground in any of the streets or highways in Roxbury and Boston as should be required for the sinking of the water pipes, but with very prudent provisions, which prevented the aqueduct from becoming a nuisance, or impairing any right of the town of Roxbury or any of its inhabitants in and to the waters of Jamaica Pond. The corporation could hold only $33,000 in real estate, and the water works were to be divided into one hundred shares. The price of water was to be regulated by the General Court, the towns of Boston and Roxbury were to have the privilege of hydrants for extinguishing fires, and the first meeting was to be called by Hon. James Sullivan upon the proper application of the persons named in the act. On the twenty-second of June, 1803, an additional act was passed to facilitate the operations of the corporation. The capital of this company, as far as can be ascertained, was about $130,000, or about $1,300 to a share, which became much depreciated in value. No dividends were made during the first ten years after the commencement of the works, and subsequently the average of the divi-

dends for thirty years amounted only to a fraction less than four per cent a year. When the aqueduct was in its greatest prosperity, it supplied about fifteen hundred houses with water, chiefly at the South End, and in the neighborhood of Summer and Essex streets, and of Pleasant and Charles streets. The water was brought from Jamaica Pond in Roxbury through four main pipes of pitch pine logs, two of four inches bore, and two of three inches, the lateral pipes having a bore of one and a half inches. The lineal extent of the water pipes in Boston was about fifteen miles, and they extended north as far as Franklin street, and branched off easterly through Harrison avenue into Congress street nearly to State street, and to Broad street. They also branched off westerly through Pleasant and Charles streets, extending as far as the Massachusetts General Hospital, which was supplied with Jamaica Pond water. With comparatively a very small outlay, the aqueduct could have increased its benevolence in a tenfold ratio, and this the corporation desired to do, but was prevented by the citizens, who, on the twelfth of April, 1846, by accepting an act of the legislature, passed thirtieth of March, 1846, voted to introduce water from Cochituate Pond (then called Long Pond), in Natick, Framingham and Wayland, on a much more extensive plan; and ground was broken at Wayland for the purpose on the twentieth of August following; and the water introduced on Boston Common through the tall fountain in the Frog Pond on the twenty-fifth of October, 1848, to the great joy of the advocates of the measure, and also with the greatest acceptation of those who had conscientiously opposed the proposed plan of introduction at the inception of the enterprise. On the establishment

of the Cochituate Water Works, of course, all minor institutions of the kind had to yield way, and the old Jamaica Pond Aqueduct ceased to be of any special use either to owners or the public, and was consequently discontinued, leaving its more powerful rival in full possession of the field.

Since the annexation of the city of Roxbury, and a foresight of the future requirements of Boston, has induced the city to make arrangements for supplying East Boston and the public institutions at Deer Island with water from Mystic Pond; consequently an agreement was made with the city of Charlestown for this purpose, and water was let into the pipes leading to East Boston on the first of January, 1870, and from this date the inhabitants derive their supply of pure water through Charlestown from an extensive and undoubtedly never-failing source.

CHAPTER XXXII.

ENTRANCES TO BOSTON.

Early Attempts for a Bridge, 1720 · · · Charles River Bridge, opened 1786 · · · Description of the Bridge · · · West Boston Bridge, opened 1793 · · · Free from Toll 1858 · · · Canal Bridge, opened 1809 · · · Prison Point Bridge · · · Boston South Bridge, opened 1805 · · · Name changed to Dover Street Bridge in 1857 · · · Mill dam, or Western Avenue, opened 1821, and made free 8 December, 1868 · · · South Boston Free Bridge, now Federal Street Bridge, opened 1828 · · · Warren Bridge, opened 1828, entirely free from Tolls 1858 · · · Chelsea Free Bridge, now Chelsea Street Bridge, opened 1834, rebuilt 1848 · · · East Boston Free Bridge, now Meridian Street Bridge, completed in 1855 · · · Chelsea Point Bridge, opened 1839 · · · Mount Washington Avenue Bridge, opened in 1856 · · · Broadway Bridge, 1869 · · · Contemplated Bridges · · · Malden Bridge, 1787, free 1859 · · · Chelsea Bridge, 1802, free 1869 · · · Old Ferries.

In the olden time, and for a long number of years after the settlement of Boston, there was only one carriage entrance to the town, and that was through Roxbury and over the Neck. Although very early in the last century, in 1720, there had been some thoughts about connecting Charlestown with Boston by means of a bridge, there was no actual advance towards the accomplishment of such a design until about the year 1785, when the townsmen seem to have aroused themselves on this subject, and came to the determination that a bridge should be built connecting the north part of the town with the neighboring peninsula of Charlestown. The bridge in question was to extend from Prince street in Boston to a street in Charlestown leading northerly

to the main square of that town. At the same time another bridge, which should connect Cambridge with Boston, was also talked of, to reach from Barton's Point, at the northwesterly end of Leverett street, to Lechmere Point, now known as East Cambridge. Both of these bridges were subsequently built.

The Charles River Bridge Company was incorporated on the ninth of March, 1785, by an act of the General Court, granted to Hon. John Hancock, Thomas Russell, Nathaniel Gorham, James Swan and Eben Parsons, Esquires, and their associates; and they were empowered to build the bridge and receive certain tolls, which were to be double on the Lord's day for the term of forty years, commencing on the day of the first opening of the bridge for passengers; and they were required to build the bridge forty feet wide, with a draw at least thirty feet wide; and to pay annually to Harvard College the sum of two hundred pounds in compensation for the annual income of the Boston and Charlestown Ferry, which the college might have received had not said bridge been erected. On the ninth of March, 1792, in consequence of a charter granted to another bridge to cross the same Charles River, the term for taking toll was extended thirty additional years under the same conditions, and the double toll on the Lord's day was required to be relinquished, and a single toll only exacted, as on secular days. Preparations for building were immediately commenced; an architect, Major Samuel Sewall, and a master workman, Mr. Cox, appointed, and the stock, consisting of one hundred and fifty shares, the par value of each of which was one hundred pounds, was assessed and collected, making the capital of the company fifteen thousand pounds. The first pier of the

bridge was laid on the fourteenth of June, 1785, the last on the thirty-first of May, 1786, and the bridge, 1,503 feet long, was opened for public travel, with considerable parade and ceremony, on the seventeenth of June following, the bridge having been built in about one year's time. The bridge was built forty-two feet wide, upon seventy-five piers, each composed of seven oaken timbers; and four solid wharves and buttresses were laid with stone in different parts of the structure, to strengthen and sustain the wooden piers. It had on each side a passage-way of six feet railed in for safety, and was lighted at night by forty lamps in lanterns mounted upon posts.

The opening of the bridge took place on the Charlestown holiday, — the anniversary of the battle of Bunker Hill, — and was attended with the greatest enthusiasm, and with the usual parade and festivities. At dawn of day thirteen guns, the number of the confederated States, were fired from Copp's Hill in Boston, and from Bunker Hill in Charlestown, as a Federal salute, and the bells in both towns were rung, as now on the Fourth of July, and the peal of bells belonging to Christ Church joined in with their musical chimes. A large procession of the proprietors, State officials, town officers and notables of the town, was formed at the Old State House; and, when the time came for its moving, another Federal salute was given from the Castle, and one from Copp's Hill as the cortege arrived at the draw of the bridge. The number of persons present was immense for the time, supposed to be equal in number to the total population of the two towns. The draw was fixed by the master workman, and the procession passed over it under salute. When the retinue arrived in

Charlestown, it passed through the great square, and took its course towards the renowned hill where the battle was fought eleven years previous, and was there received with another salute of thirteen guns, and a dinner was served in great style to about eight hundred persons, who were seated at two tables of three hundred feet each in length, united by a semi-circle, and who remained in festivity until six o'clock in the evening. The joy on this occasion was unbounded, and it is said that the arrangements on that day far surpassed any that had ever been known in the neighborhood before.

From being private property, Charles River bridge subsequently became the property of the State; and after being made passable for a time without toll, and then with a toll, finally a sum of money was obtained for keeping it in repair, and it has been opened as a perfectly free bridge, without any expectation or reason that the public will ever again be inflicted with a toll for passing over it either on foot or in carriages.

A company for building West Boston bridge, more generally known as Cambridge bridge, which extended from the point of land at the westerly part of the town, where formerly stood the Pest House, over Charles River to Pelham's Island (so called) in Cambridgeport, was incorporated on the ninth of March, 1792. The persons named in the act were, Hon. Francis Dana, Hon. Oliver Wendell, Hon. James Sullivan, and Henry Jackson, Mungo Mackay, and William Wetmore, Esquires. The act of incorporation required that the bridge should be at least forty feet wide, with side-railings, lamps, a sufficient draw, a watch-house near the draw, the proper signboards, and a good road from Pelham's Island to the nearest part of the Cambridge road.

Suitable tolls were established, and the proprietors were to pay annually to Harvard College the sum of three hundred pounds during the term of forty years for defraying the expenses of indigent scholars. On the thirtieth of June, 1792, another act was passed by the legislature, establishing the term of continuance as a corporation to be seventy years, and reducing the amount to be paid to the college to two hundred pounds. After this various acts were passed in relation to the bridge, empowering the corporation to make and maintain canals, to change the appropriation to the college so that it could be applied for the support of two tutors, and for other purposes. The causeway leading to the bridge was commenced on the fifteenth of July, 1792, and the wood work was begun on the eighth of the following February. The way for travel was opened on the twenty-third of November, 1793, in the short space of seven and a half months from the time of driving the first pier. The sides of the causeway were laid with stones, and on each side was a canal about thirty feet in width. The wooden part of the bridge when built was about 3,483 feet in length, and was supported by one hundred and eighty piers. The estimated cost of the structure, together with the causeway and canals, was about twenty-three thousand pounds, legal money; and the principal undertaker for the work was a Mr. Z. Whiting, who performed it under the superintendence of Messrs. Mungo Mackay and Henry Prentiss. The corporation of this bridge seems to have had much to contend with; for, in the year 1796, very great efforts were made to construct a bridge which should extend from Boston to Pierpont's Farm in Roxbury, a project that entirely failed. Subsequently the

Canal bridge, the Western avenue (or Mill-dam), and Warren bridge were built, to the great injury of the West Boston bridge; but the granting of the acts of incorporation to the proprietors of the Hancock Free bridge on the sixteenth of April, 1836, on the fourteenth of April, 1837, and on the twenty-sixth of March, 1846, completely discouraged the proprietors, and they were glad enough to sell out their franchise, and voted so to do on the twenty-fourth of June, 1846, to the Hancock Free Bridge Corporation, who by their act of 1846 were empowered to purchase the bridge, and also the Canal bridge, or to build a new one, from Allen street in Boston, to some convenient point in Cambridge, between the two bridges already built. Canal bridge was also bought by the same corporation, who of course did not build the new bridge; but on the thirtieth of January, 1858, the last toll was collected from the Cambridge bridges, and on the first of February a great demonstration of rejoicing at the freedom of the bridges was made by the city authorities and people of Cambridge.

The Canal Bridge Company, alluded to above, was incorporated on the twenty-seventh of February, 1807, and Cragie's bridge, 2,796 feet in length, extending from Barton's Point, at the northwesterly end of Leverett street, to Leehmere's Point at East Cambridge, was opened for passengers on Commencement Day, the thirtieth of August, 1809. The corporators named in the act were Messrs. John Coffin Jones, Loammi Baldwin, Aaron Dexter, Benjamin Weld, Joseph Coolidge, Jr., Benjamin Joy, Gorham Parsons, Jonathan Ingersol, John Beach, Abijah Cheever, William B. Hutchins, Stephen Howard and Andrew Cragie. The capital

stock consisted of twelve hundred shares, and the bridge was to be built from the Almshouse fence in Boston to Barrell's Point in Charlestown. The term of continuance of the charter was seventy years. This bridge connects with Charlestown by means of Prison Point bridge, the length of which is 1,821 feet. The purchase of this bridge in July, 1846, for $60,000, and the West Boston bridge for $75,000, led to a termination of tolls on the Boston bridges in 1858.

The company of the Boston South bridge was incorporated on the sixth of March, 1804. The bridge when first erected was 1,551 feet in length, and was opened for the accommodation of the public on the first of October, 1805. It is now known as Dover street bridge, the name having been adopted by the City Council in 1857. The corporators under the act were Messrs. William Tudor, Gardiner Greene, Jonathan Mason and Harrison Gray Otis. The term of continuance was, as in the other bridge charters, seventy years, and the bridge was to be constructed from the town's land, at the southeasterly part of the town, to Dorchester Neck. At the same time the South Bridge Company was incorporated, two other important acts were passed by the legislature, one for the annexation of Dorchester Neck to Boston, and the other for the building of Front street (which took the name of Harrison avenue in 1841), extending from Essex street to Dover street. The cost of the bridge was about $36,000. At the time the question of this bridge was under consideration, various plans were started; the one which seemed to be very much desired was to have led from South street, but this idea was defeated. When the petition for the bridge was presented to the General Court, there were

only ten families on the peninsula comprising Dorchester Neck. On the nineteenth of April, 1832, all the franchise and materials of this bridge were conveyed to the city for the sum of three thousand five hundred dollars, and the bridge became a public highway.

The Western avenue, about a mile and a half long, was erected by the Boston and Roxbury Mill Corporation, which received a charter for the purpose on the fourteenth of June, 1814; but the way was not opened for passengers until the second of July, 1821. A petition for obtaining a charter for this great undertaking, signed by Isaac P. Davis and one hundred and forty-three others, was presented to the legislature in June, 1813. The subject was placed in charge of three eminent gentlemen as commissioners, who held sittings for public hearings, and who finally at the next meeting of the General Court recommended a plan for the erection of a dam which should extend westerly from the town to Sewall's Point in Brookline, giving a flowage of about four hundred and fifty acres. This was a change from the plan of the petitioners, who proposed a dam twenty-two hundred feet long, extending from the foot of Beacon street to Gravelly Point in Roxbury, giving a flowage of only two hundred and twenty acres. It was also proposed to cut a canal across the Neck for the passage of vessels, and another along the neck running to Roxbury. In this project the towns in the immediate neighborhood of Boston felt great interest, some being very much opposed to it; while others, deeming it for their special interest, favored it strenuously. The act, as passed by the legislature, provided for a turnpike forty-two feet wide to Watertown, and another from a point on the Brookline marshes to the Worcester turnpike,

near the Old Punch Bowl Tavern in Brookline. The capital stock was divided into 3,500 shares, of one hundred dollars each. The persons named in the act were Messrs. Isaac P. Davis, Uriah Cotting and William Brown; and Mr. Cotting was agent until his decease on the ninth of May, 1819, when he was succeeded by Loammi Baldwin, Esq. The superintendent of the work was Mr. David Moody. George Bethune, Esq., was the treasurer of the corporation, and Samuel F. McCleary, the late City Clerk, was the clerk. The work progressed in such a manner that in the fall of 1820 the water of Charles River was shut off, the way opened in July, 1821, and the road to Watertown completed in 1826. The stone material for building the dam was brought from Roxbury and Weymouth, the dirt from the flats, and a small portion at the Boston extremity of the avenue was supplied with dirt from Beacon Hill, then in process of being dug down. When the water was shut off from the Back Bay, the dirt became dry, and many persons who resided at the time at the South End can well remember the clouds of fine dust, almost like Tripoli powder, which took possession of every crevice of their houses. This dust became such a nuisance that a sluice-way was made the next season, and the flats overflowed with water. The various dams were used for economical purposes; grist mills and iron works were built, rope-walks were erected, and machine shops and manufactories set up. At the opening of the way for passengers, a parade was had, but not such as would be deemed proper at the present day. Gen. William H. Sumner acted as Chief Marshal, and Major Dean and William Tileston were his aids. A large number of people in carriages, and a cavalcade of horsemen

passed over the dam, on the signal fired by the South End Artillery under Captain Lobdell; and on their return, a short address was made by the Chief Marshal to the persons present, who assembled around him for the purpose. On the fourth of June, 1868, an act was passed by the legislature, authorizing the city of Boston and the towns of Brookline, Brighton and Watertown, within one year, to lay out and accept as highways, so much of the Mill-dam road, and the roads and bridges heretofore connected therewith in toll franchise, excepting the road known as the Cross-dam, as lies within their respective limits; and on the third of the following November, the Mayor called the attention of the Board of Aldermen to this fact, and on the seventh of December, the portion of the road within the city limits was laid out and accepted as a highway of the city. On the next day the toll-house on the avenue was closed, and the Mill-dam became a public highway.

The Boston Free Bridge Corporation, consisting of Messrs. Nathaniel Whittemore, Noah Brooks, Cyrus Alger, William Wright, Adam Bent, David Henshaw, Jonathan Hunnewell, Francis J. Oliver, Samuel K. Williams, Hall J. Howe, and their associates, had a charter granted on the fourth of March, 1826, a previous act passed twenty-fifth February, 1825, being repealed. The bridge to be built was to extend in a straight line from or near Sea street in Boston to the newly made land in South Boston, and nearly in the direction of Dorchester Turnpike; it was to be of the proper width, and to have a suitable draw. Great opposition was made to the establishment of this bridge, but its enterprising undertakers succeeded. The bridge was bought by the city, by deed dated September 26, 1828, and was opened for

travel late in the year. On the eleventh of May, 1857, the name of this bridge was changed to Federal street bridge. By an act passed on the twenty-fourth of April, 1869, the city was authorized to widen the bridge.

The Warren bridge, leading from Haverhill street to Charlestown square, 1,390 feet in length, was erected by a company incorporated on the eleventh of March, 1828, the corporators named in the act being Messrs. John Skinner, Isaac Warren, John Cofran, Nathaniel Austin, Ebenezer Breed and Nathan Tufts. The bridge was to extend over Charles River, from or near the wharf in Charlestown late the property of John Harris, Esq., to the newly made lands in Boston near the Mill Creek, and it was to be not less than forty-four feet wide, and to have a suitable draw. So rapid was the building of this bridge, that it was opened to the public on the twenty-fifth of December of the same year. In 1833 the control of the bridge was assumed by the State, and toll was taken in order to defray the expense of construction; and on the second of March, 1836, it was opened to the public. It was repaired by an act of the legislature passed on the seventeenth of March, 1841, and again put under toll and so continued until the first of December, 1843, when, together with Charles River bridge, it was again made free. After becoming free a second time, these bridges were a third time placed under toll, on the first of June, 1854, until the thirtieth of April, 1858, when they finally became free.

On the eighth of June, 1868, an act was passed, by which three commissioners were subsequently appointed, for widening the draws of the Charles River and Warren bridges, for putting the bridges in thorough repair, and

for assessing upon the cities of Boston and Charlestown the expense of repairing and maintaining them in future.

The Chelsea free bridge, 690 feet long, was constructed across Chelsea Creek by a company incorporated on the twenty-eighth of March, 1834. It extends from the northerly end of Chelsea street in East Boston to a point in Chelsea, formerly a part of the farm of the late Dr. Benjamin Shurtleff, who gave a road through his land for the benefit of free travel. The corporators named in the act were Messrs. Benjamin T. Reed, Amos Binney and John Henshaw. The bridge was opened for passengers in October, 1834. It was rebuilt in 1848, and on the eleventh of May, 1857, its name was changed to Chelsea street bridge. It is kept in repair by the cities of Boston and Chelsea.

The East Boston free bridge, now called Meridian street bridge, 1,515 feet long, was built by a company consisting of Messrs. Henry D. Gardiner, Morrill Cole, Watson G. Mayo, and others, who were incorporated on the fifteenth of May, 1855. It was purchased by the city and completed in December, 1856, and extends from the northwest part of East Boston to Pearl street in Chelsea.

The Chelsea Point bridge, 570 feet in length, was built by a company incorporated on the first of April, 1835, and was opened for travel in the fall of 1839. It crosses a wide creek which separates the easterly end of Breed's Island from Pulling Point in the town of Winthrop. The corporators were Messrs. Joseph Burrill, Joseph Belcher, and John W. Tewksbury. The city was authorized, by an act passed on the seventeenth of April, 1849, to purchase this bridge, and on the first of July, 1850, it was laid out as a highway.

The Mount Washington avenue bridge was built under an act of the legislature passed the twenty-eighth of April, 1853, Messrs. Benjamin T. Reed, Deming Jarves, Eben Jones and others incorporators, and was completed and accepted by the Board of Aldermen on the thirtieth of April, 1855, but was not opened to the public for some time afterwards. The bridge was not to exceed seventy feet in width, and was to extend from some point between Foundry and Wales's wharves, across Fort Point Channel to the Harbor line, at South Boston, as established in 1840.

Broadway Bridge, extending across Fort Point Channel, at the place where Broadway, if continued in a straight line, or nearly a straight line, from South Boston to Boston proper, would cross the channel, was authorized by an act passed on the twenty-fifth of April, 1866. The proper resolves and order for the extension of Broadway from Federal street to Albany street were passed by the City Council and approved on the fourth of May, 1869. The Broadway Bridge was soon after put under contract, the award having been made to the Moseley Iron Building Works for the sum of $331,708.76, the work to be completed early in the year 1870.

An act was passed on the ninth of June, 1868, for the improvement of Boston Harbor, whereby the city was authorized to build and lay out as a public street, Eastern avenue, with a bridge over Fort Point Channel. This bridge will undoubtedly be built in proper time.

By an act of the legislature, passed on the eleventh of June, 1868, and repealed in 1869, the Maverick Bridge Company were authorized to erect a bridge over the water between the main land in the city of Boston and

East Boston. This project was opposed by the general government, and consequently given up.

A pile bridge was also authorized to be built, not exceeding one hundred feet in width, from the westerly side of South Bay, at or near the southerly end of Pine Island wharf, so called, to the easterly side of said bay, and to be located in such a direction, that, if continued easterly, it would intersect Federal street at or near Dorchester street. Acts for this purpose were passed on the seventeenth of March and twenty-second of June, 1869, and the bridge was required to be built and finished within five years of the passage of the act. When the necessity for this bridge becomes sufficiently imperative, it will undoubtedly be built.

Several other bridges extend from Boston, as parts of the railroads leading from the city, all of which are comparatively of recent construction, and require no special mention.

In this connection it may be well to mention that Malden Bridge, which connects Charlestown and Malden, was built by a company incorporated on the first of March, 1787. The work was commenced on the first of April, and the bridge opened for travel in September of the same year; and on the first of April, 1859, the tolls were taken off, and the bridge made a public highway. Chelsea Bridge, connecting Charlestown and Chelsea, and Salem Turnpike, built under an act of incorporation granted on the sixth of March, 1802, became free on the ninth of November, 1869.

In the olden time, the other approaches to Boston were by means of the regular ferries from Charlestown and Winnisimmet (a portion of the town of Chelsea), and by an occasional ferry from Cambridge. Early

attempts had been made, as before stated, for the construction of a bridge to Roxbury over the Back Bay; but these, like other similar ones for kindred objects, entirely failed, leaving Boston Neck as the only approach to the town by foot and horse travel, until the year 1786, when Charles River bridge was opened.

CHAPTER XXXIII.

BOSTON HARBOR AND ITS SURROUNDINGS AND ISLANDS.

Boundaries ··· Inner and Outer Harbors ··· Outside the Light ··· The Harbor Visited by Ancient Navigators ··· Visit of the Plymouth Forefathers ··· Description in 1724 by Capt. Uring ··· Point Allerton ··· The Brewsters ··· Hull ··· Channels, Passages, Ledges, Rocks and Islands ··· Point Shirley ··· Pulling Point ··· Chelsea, Winthrop, and North Chelsea, formerly Winnisimmet, Pulling Point and Rumney Marsh ··· Southern Boundary ··· Islands, formerly well wooded ··· Forms of the Islands ··· Channels, Shoals and Rocks.

Boston Harbor includes that portion of Massachusetts Bay which lies between Point Shirley on the north and Point Allerton on the south, and extends from the range of rocks and islands between these Points on the east to the peninsula on the west. It is usually spoken of as two harbors, separated by an imaginary line passing north and south through Governor's Island, — the Inner Harbor comprising all the tide-waters west of this line, and the Outer Harbor all east of it bayward to the ocean. Sometimes a third division is alluded to, called "Outside the Light," which includes several shoals and sounds, and extends to the outermost rocks and ledges of the coast. When any vessel is said to be within the harbor, the inference is that it is within the bounds first above given. When persons talk of going "down the harbor," they do not expect to go beyond Boston Outer Light House; but when in extraordinary cases they do

go beyond that structure, the expression is usually qualified by adding the words "and outside." Within its limits are generally included the several inlets which appertain to the towns around its margin, and which have acquired the names of bays and harbors, with the names of the contiguous towns attached.

In describing the harbor, notice must be taken of its roads, sounds, channels, islands, rocks, and spits. Instead of parading these in a tabular statement in an alphabetical order, the plan will be pursued in these chapters that nature has already provided, and distinctly indicated. Therefore, after giving a cursory description of the harbor's surroundings, an attempt will be made to take the objects worthy of note in the order they are presented to any one leaving the easterly end of Long Wharf, on a voyage of survey and inspection. By pursuing this course, the account will be more useful to those who may retrace the writer's steps, and much more intelligible to the reader, who may at home follow him in his wanderings by perusing his descriptions.

Perhaps, before entering into particulars, the writer may be allowed to go back to ancient times, and allude to some of the early visits to this harbor, which attracted the notice of navigators and others, who touched its shores long before Boston was selected as the site of the maritime capital of New England.

It is stated by historical writers, that more than eight hundred and sixty years ago the ancient Icelandic navigators, who had frequently visited the regions of Greenland and Labrador in their numerous voyages, explored the sea coast of America as far south as New Jersey. It has been believed that, on some of these adventurous occasions, they anchored near or within the harbor of

Boston. One of these navigators in particular, Thorwald, who made his voyages in the year 1003 and 1004, is supposed to have reached Cape Cod; and afterwards, following the coast in a circuitous course, to have discovered an abrupt promontory, well covered with trees, which he named Krossaness, and which archæologists have supposed to be Point Allerton, the southerly headland at the entrance of the harbor. These traditions, however, are extremely vague, and entirely unworthy of credence.

Other accounts, much more to be relied upon, tell of visits to the Massachusetts Bay by the Plymouth forefathers. On one of these memorable occasions, as Gov. Bradford has related, they sent out a party of ten men in their shallop, with proper attendants for interpreting, to visit the Massachusetts people, the aborigines of the soil. This was performed on the eighteenth and nineteenth of September, 1621, just nine years before the settlement of Boston. The Governor states, that "they returned in safty, and brought home a good quantity of beaver, and made reporte of ye place, wishing they had been ther seated; (but it seems ye Lord, who assignes to all men ye bounds of their habitations, had appointed it for another use.)" An account of this visit can be found in Mourt's Relation, written by one of the company. Under date of the eighteenth of September, 1621, this account says: — "We set out about mid-night, the tyde then serueing for vs; we supposing it to be neerer then it is, thought to be there the next morning betimes; but it proved well neere twentie Leagues from *New Plymouth*. We came into the bottome of the Bay, but being late we anchored and lay in the shallop, not hauing seene any of the people. The next morning we put in for the

shore. There we found many Lobsters that had beene gathered together by the Saluages, which we made ready vnder a cliffe." It further says, "Againe we crossed the Bay which is very large, and hath at lest fiftie Ilands in it, but the certaine number is not knowne to the Inhabitants." It closes with the following words: —"Within this Bay, the Saluages say, there are two Riuers; the one whereof we saw, having a faire entrance, but we had no time to discover it. Better harbours for shipping cannot be then here are. At the entrance of the Bay are many Rockes; and in all likelihood very good fishing ground. Many, yea, most of the Ilands have beene inhabited, some being cleered from end to end, but the people are all dead, or remoued. Our victual growing scarce, the Winde fayre, and having a light Moone, we set out at evening, and through the goodnesse of God, came safely home before noone the day following."

In a volume of voyages and travels by Captain Nathaniel Uring, an Englishman, made between the years 1697 and 1724, is the following brief description of the harbor, probably written just after his last visit to Boston in April, 1721:

"*Boston* is the chief Town in the Province of *Massachusetts Bay*, it stands upon a *Peninsula*, at the Bottom of a Bay, which run in about eight Miles, and is fenced with Islands, Rocks, and Sands, which makes it a very secure Harbour; the Entrance into it is narrow, and some Shoals lie on the South Side: Some small rocky Islands, which are called the *Brewsters*, makes the North Side of it, on one of which Islands stands a Light House, to give Notice to Ships who may arrive

on that Coast in the Night, and be a Guide to them; where might be also built a Fortification, which would command the Mouth of that Harbour, when the Inhabitants think it proper; but at present their Fort stands upon an Island, two Miles and a Half below the Town; the Channel for Ships lies very near it, so that no Ships can pass by it but what the Fort is able to command: It is a strong, regular, well built Fort, mounted with about 100 Pieces of Cannon, where they keep a Garrison, who are paid by the Country."

The foregoing extract was written by a person of some consideration, who was for a time the Duke of Montagu's Governor of the Island of St. Lucia, one of the Carribees; and it undoubtedly is as much to be relied upon as any of the accounts of the old voyagers.

Approaching Boston from the seaward, one of the first objects that meets the eye is a projecting promontory, which at a distance very much resembles the tail of a large whale. This point of land, part of the ancient township of Hull, took its name from Mr. Isaac Allerton, one of the passengers of the renowned May Flower, and one of the most noted of the forefathers who landed at Plymouth on Monday, the twenty-first (not 22d) of December, 1620, N.S. Allerton acted much as agent for the Plymouth Colony, and was distinguished for great enterprise and love of adventure. Tradition informs us that, in one of the voyages of the Plymouth Pilgrims to Salem, they stopped on their way at the Harbor of Boston, and landed upon the islands situated at its entrance, and also upon the neighboring promontory; and that they named the projecting headland Point Allerton, and the islands "the Brewsters," in respect for his

wife's brothers and sisters, the children of Mr. William Brewster, the good old ruling elder of the First Church of New Plymouth. The corruptions which often get into spoken language have led frequently to an error in the spelling of the name of the promontory; for it is often spelled upon charts "Point Alderton," an error which has been corrected, as on all the charts that have any pretensions to accuracy the Point is now correctly printed Allerton.

Point Allerton has its Great Hill on its centre, and its Little Hill on the northeast, and also its monument and its buoy. At its west, connected by a stony beach, is the town of Hull, sometimes called Nantasket Island, the most western part of which is known as Windmill Point. In a southerly direction from Point Allerton, leading to Cohasset, is the famous Nantasket Beach facing the ocean, with its Scull Head, Strawberry Hill, White Head, and Sagamore Head; the Beach itself being subdivided by Strawberry Hill, so that its northerly end is called the Long Beach, and its southerly end the Stony Beach. Nearly due east from the Point are projections of a dangerous rock, called Harding's Ledge; and about southeast is the much dreaded Minot's Ledge, with its stone lighthouse.

Northward of Point Allerton is the Main Ship Channel; and, pursuing a northerly course, one soon comes to Lighthouse Island, sometimes called the Little Brewster, to distinguish it from the Great Brewster with which it is connected by a bar, and from the Middle Brewster and Outer Brewster, which lie north of it. North of these are Great and Little Calf Island, and their Hypocrite Passage, or Channel, which separates them from Devil's Back, Green Island, and Moffit's

Ledge, to the northeast of which ledge of rocks are a number of unpropitious looking rocks, very properly and suggestively called the Graves. Having advanced thus far, Broad Sound Channel, which separates this group of islands from Deer Island, presents itself; then comes Deer Island, in very remote times a part of the main land, at the north of which is Shirley Gut. Then Point Shirley appears with Gut Plain, Great Head (or Green Hill), Bluff Head (or Winthrop's Head), and, further on, Grover's Cliff, all within the limits of the town of Winthrop.

Point Shirley has for many years past been a noted place. It was formerly called Pulling Point, a name now retained by another more commodious headland at the northwest, fronting westerly upon the harbor, and which has sometimes been called Chelsea Point. About the middle of the last century a number of Boston capitalists attempted to carry on the fishery business here, and purchased land for the erection of dwelling-houses and workshops for the fishermen they intended to employ; but, instead of doing this, they put up houses for their own pleasure accommodation, and a meeting-house for a preacher on Sundays, wholly neglectful of the operatives who were to have carried on the business for them. When ready for their enterprise, the speculators, believing that all great undertakings should be auspiciously commenced, concluded to have a nice time, and consequently invited Governor Shirley, who was exceedingly popular with Bostonians, to go down the harbor with them on the eighth of September, 1753. At the time appointed, the proprietors of the new establishment went down to the fishery with the Governor and a number of gentlemen of distinction, — for they had

such personages then in great abundance, as now—who were selected, perhaps, because they could make speeches, tell stories, or sing songs, and at any rate could eat dinners and drink good liquors. As they passed Castle William (now called Fort Independence) they, that is to say, the Governor and the company, were saluted with a discharge of fifteen guns; and so they were when they returned. It is said that the Governor was received at the Point with all the demonstration of joy that so new a settlement was capable of; and that His Excellency expressed great satisfaction on finding so considerable an addition to that valuable branch of trade, the cod fishery, and hoped the gentlemen concerned would meet with such success as to make them ample amends for so noble an undertaking. The proprietors, after having leave from His Excellency, gave to the place the name of Point Shirley. The Governor was well paid for his condescension, for his name is immortalized and kept green, while the names of the undertakers are as seldom mentioned as their unsuccessful attempt. About the commencement of the present century the manufacture of salt was tried at the same place, but did not prove remunerative; and in later times the Revere Copper Company have established works, which, though they may have been profitable to the proprietors, certainly have not added to the salubrity of the air at the Point, nor made the residence in the neighborhood particularly agreeable at all times.

In reference to the derivation of the old name, Pulling Point, John Josselyn, gent., in an account of his voyages to New England, printed at the Green Dragon in St. Paul's Churchyard, London, in 1675, says, "Pullin-point is so called because the boats are by the seas-

ing or roads haled against the tide which is very strong, it is the usual channel for boats to pass into Mattachusets-Bay."

On the northerly side, creeks separated the islands in the harbor from Chelsea, a town which has recently been divided into three: Winthrop on the east, named in honor of Mr. Deane Winthrop (son of the Governor), who dwelt there many years, and died on the sixteenth of March, 1703–4; North Chelsea, and Chelsea on the west. All of Chelsea was formerly a part of Boston, under the names of Rumney Marsh, Pulling Point, and Winnisimmet, and was set off from it by an Act of the Provincial Legislature, passed on the ninth of January, 1738–9. An ineffectual attempt was made to reunite the two towns, but it failed, as several others have done in later times.

On the south side of the harbor are the towns of Hull on the east, then, in succession southwesterly, the towns of Hingham, Weymouth, Braintree (now Quincy), Dorchester and Roxbury, — for these last-mentioned towns should not be forgotten as having existed as distinct municipalities; and that South Boston in the olden time was a part of Dorchester, under the name of Dorchester Point or Neck, and Roxbury or Gallows Bay (now South Bay) was once part of the harbor.

Within the harbor, lying west of the islands already mentioned, are many others, several of which are of considerable size; while some are extremely small, and a few have long since lost the name of islands, although they once were so, and exhibit to this day evident proofs of the fact. History, as well as tradition, tells that these islands were mostly well wooded in the earlier days of the New England settlement, and that they had been

inhabited before the arrival of the forefathers. Certain it is, that, when the first national census was taken, in the year 1790, there were fifteen houses and two hundred and fifty-two inhabitants found upon them; and, what is remarkable, there is hardly one of them that has not had a visible spring, or springs, easily reached by digging.

If the map of the harbor is carefully inspected, the first impression made upon an observer is that of the curious forms nature has given to these various islands; which forms have been most queerly changed by the effects of the currents, and now, with their beaches and projecting points and headlands, present to the eye the most grotesque and amusing shapes. This fact is worthy of being made available in giving a description of these spots (not blemishes) within this justly celebrated harbor. Noddle's Island, or East Boston, as it is now called, very much resembles a great polar bear, with its head north, and its feet east. Governor's Island has much the form of a ham, and Castle Island looks like a shoulder of pork, both with their shanks at the south. Apple Island was probably so named on account of its shape; and Snake Island may be likened to a kidney; Deer Island is very like a whale, facing Point Shirley; Thompson's Island, like a very young unfledged chicken; Spectacle Island, like a pair of spectacles; Long Island, like a high-top military boot; Rainsford Island, like a mink; Moon Island, like a leg of venison; Gallop's (not Galloupe's) Island, like a leg of mutton; Lovell's Island, like a dried salt fish; George's Island, like a fortress, as it is; Pettick's Island, like a young sea monster; and Half-Moon Island, like the new or the old moon, as you view it from the south or north. The other small islands

resemble pumpkins, grapes and nuts, as much as anything, hence the names of some of them. If this mnemonical description can be kept in mind, certainly the forms of the islands will be remembered, even if their names are forgotten.

The channels of the harbor have been named Ship Channel, Glades Channel, Broad Sound North Channel, Broad Sound South Channel. The passages have been designated Bird's Island Passage, the Back or Western Way, Black Rock Passage or Channel, and Hypocrite Passage or Channel. The Roads are President Roads, Nantasket Roads, and the Old and New Quarantine Roads. The most notable shoals are Bird Island Shoal, Upper Middle Shoal, and Lower Middle Shoal. The rocks within the harbor most worthy of notice are Wilson's Rocks, Hangman's Ledge, Corwin's Rock, Kelley's Rock, Barrel Rock, and Quarantine Rocks. Each of these deserves a particular notice, which will be given in passing along descriptively through the channels and among the islands in the tour of inspection.

CHAPTER XXXIV.

BIRD, NODDLE'S, HOG, AND GOVERNOR'S ISLANDS.

Approach to the Harbor through Ship Channel ··· Mystic and Charles Rivers and Chelsea Creek ··· Bird Island Shoal, formerly an Island ··· Noddle's Island, formerly well wooded ··· Granted to Samuel Maverick in 1633 ··· Recently known as Williams's Island, and East Boston ··· Fanciful Shape ··· Localities ··· Fort on Camp Hill, 1776 ··· Maverick's Fort, 1630 ··· Fort Strong, 1814 ··· George Worthylake Drowned, 1718 ··· Duel in 1819 ··· Hog Island, sometimes designated Susanna, Belle Isle, and Breed's Island ··· Governor's Island, formerly Conant's Island, Devised to Governor Winthrop in 1632 ··· Old Fort Warren, now Fort Winthrop ··· The Upper Middle.

TAKING departure from the end of Long wharf, the most easterly of those projecting from the peninsula, and making to sea in an easterly direction, the harbor is approached at once by Ship Channel, which may be said to have its rise from the Mystic and Charles Rivers, and Chelsea Creek, all of which open into it at the northwest. After pursuing a course due east a little over a mile, there is a shoal, composed of gravel and small stones, formerly the site of a small island, which tradition says was of some value, and contained a respectable marsh, which was mowed annually. This is confirmed by the following record taken from the old town books, twenty-fifth March, 1650: "Thos Munt hath liberty to mow the marsh at Bird Island this yeare." Again, on the second of April, 1658: "Bird Island is lett to James

Euerill & Rieh Woody for sixty yeares, paying 12*d* siluer or a bushel of salt every first of Mareh to ye town Treasurer & in defeet of paym^t^ att ye day 2*s* or two bushels of salt, & so 12*d* or a bushel of salt for every months negleet, & ye s^d^ Iland is bound for paym^t^." Tradition also leads to the inferenee that it was sometimes, though not always (for another shared the same disgrace), the place for the exeeution and burial of pirates in the olden time. This shoal, which bears the name of Bird Island, makes quite a show at low tide, and is exactly between two islands, — the one at its left, known as Noddle's Island (now East Boston), and the other at its right, Governor's Island, formerly Winthrop's Island. The way by the sides and over the gravel of this shoal has been generally known as Bird Island Passage, and at high tide is the most direct route to Shirley Gut for small vessels bound to Nahant and to the ports on the northern eoast of New England.

The large island, now known as East Boston, probably took its name from William Noddle, whom Governor Winthrop ealls "an honest man of Salem"; for he was here early enough to have given to the island the name whieh it bore in 1630, though Mr. Samuel Maveriek appears to have been a resident on it some years before that time. As far back as July, 1631, an order was passed by the Court of Assistants restraining persons from "putting on cattell, felling wood, raseing slate," on Conant's Island, Noddle's Island, and Thompson's Island; and on the third of April, 1632, it was ordered, "That noe pson w^t^soever shall shoote att fowle vpon Pullen Poynte or Noddles Ileland, but that the s^d^ places shalbe reserved for John Perkins to take fowle with netts." But on the first of April, 1633, the follow-

ing sensible order was passed by the Court: "Noddles Ileland is granted to Mr Sam^{ll} Maũack [Maverick], to enjoy to him & his heires for ever. Yielding & payeing yearly att the Generall Court, to the Goũn^{r} for the time being, either a fatt weather, a fatt hogg, or xl*s* in money, & shall giue leave to Boston & Charles-Towne to feteh wood contynually, as their neede requires, from the southerne p̃te of s^{d} ileland." Either the island was extremely well wooded at the time the order was passed, or else the towns of Boston and Charlestown were very sparsely inhabited. Nowadays very little wood ean be obtained from Noddle's Island, except chips from the yards of the shipbuilders; for the oldest inhabitant only remembers two trees growing upon the island previous to its purehase by the East Boston Company, whieh was ineorporated on the twenty-fifth of Mareh, 1833, and before the subsequent energies of the Tree Soeiety.

This island, and also the neighboring one, now called Breed's Island, were very early elaimed by Sir William Brereton; and sometimes the first named of them has been mentioned as Brereton's Island, and the latter was similarly attempted to be ealled Susanna, in respeet to Sir William's daughter; but his claim to name and territory was never eonfirmed to him, and the name of Noddle was retained until it was nearly lost in modern times, when the name of a family that resided upon it many years somewhat superseded it, as it was frequently designated as Williams's Island, until its purchase by the land eompany, and settlement as East Boston.

Noddle's Island was "layd to Boston" on the ninth of Mareh, 1636–7. It originally eontained about six

hundred and sixty-three acres, together with the contiguous flats to low water mark, several hundred acres in extent, which were confirmed as part of the island by a vote of the colonial legislature, passed on the thirteenth of May, 1640. Its nearest approach to Boston is now over the ship channel by ferry about eighteen hundred feet. It is now connected with the main land at Chelsea by two bridges, and with Hog Island by another. Describing it from the fanciful shape it has, in its resemblance to a great bear, we may say that the bear's head, an elevated tract of land, was known as the middle farm, with Hog Island Marsh at its northeast. The small, round pond in this part, called Eye Pond, in consequence of the loss there of the eye of a noted gunner about fifty years ago, helps out the fancied figure. The bear's back, fronting the mouth of Mystic River, was the most elevated part of the island, and was known as Eagle Hill, and its abrupt termination at the confluence of Mystic River and Chelsea Creek, as West Head, and more recently as Eagle Point. The two fore feet of the assumed bear were called Eastern and Western Wood Islands, being isolated from the Great Marsh, which also isolated Camp Hill and its marsh, the two hinder paws, from the same. The heel of the hinder leg was called Smith's Hill, the site of the old buildings which anciently stood on the island, and was separated from Camp Hill by Great Creek, now the canal of the Water Power Company, lying between the present Bainbridge and Decatur streets. The old houses on Smith's Hill were destroyed in 1775, during the siege of Boston, and were rebuilt soon after the British evacuated the town from materials taken from the old barracks used by Washington's army in Cambridge.

In June, 1776, a fort was erected on Camp Hill by voluntary labor, which, after becoming of no use, was suffered to go to ruin, until the fears of the Bostonians required the erection of another. This, or Smith's Hill, may have been the site of Mr. Maverick's fort of four guns erected in 1630. On the fourteenth of September, 1814, another and more substantial fort was commenced on Camp Hill. This was built by the voluntary services of patriotic inhabitants of the Commonwealth, various societies, and the several trades and crafts, taking special days for the performance of their part of the labor. On the twenty-sixth of the following October, the fortification was formally named Fort Strong, in compliment to the then energetic governor of the Commonwealth, and on the twenty-ninth a public announcement was made that the fort was completed. The old barracks were removed from the site of this fort in 1833, and the breastworks were gradually obliterated. Any one desirous of knowing the exact position of this structure can find its site on the spot where now there is an open space, in the section of the island which has the name of Belmont Square.

This island has a little romance connected with it. It was on Monday, the third of November, 1718, that Mr. George Worthylake, with his wife Ann, and his daughter Ruth, took a sail to Noddle's Island from the lighthouse, where he was the keeper, undoubtedly intending to have a good time; but in the language of an ancient New England historian, they "took heaven by the way," for they were all drowned, and taken to Copp's Hill for burial; and young Benjamin Franklin, a youthful aspirant for poetic fame, wrote a ballad on the event, and printed and sold it in the streets of Boston.

Oh, that some old chest, long hidden in some dark garret, would disclose this much sought for curiosity, one of the earliest sparks from the fire that afterwards burnt so brightly! Another event which is not entirely forgotten is the famous duel between two lieutenants in the United States naval service, which occurred on the twenty-fifth of September, 1819, near the two elms that formerly stood not far from the present Border street. The challenging party, Lieut. Francis B. White, was instantly killed by Lieut. William Finch, satisfactorily, no doubt, to the survivor. In more modern times, as many North-enders will well remember, this island, so renowned for its hospitality from the first days of Mr. Maverick to the last days of Mr. Williams, was chiefly visited by pleasure parties for cooking their fish or baking their clams, a privilege which was lost after the island was settled, and other green spots in the harbor were selected for this purpose.

A short distance to the northeast of Noddle's Island, and separated from it by a narrow, shallow creek, is Hog Island, to which attempts have been made several times to affix other names, such as Susanna, Belle Isle and Breed's Island; but the old and homely name has prevailed until the present day, and probably will last until the march of improvement shall cover it with dwelling-houses, and make it a place for fancy residences. It has from time immemorial been used for agricultural purposes, and in the olden time was noted for furnishing a remarkable pasturage for cows and sheep. In size it is about two-thirds as large as its neighbor, Noddle's Island. When Winnisimmet, Rumney Marsh and Pulling Point were set off from Boston, in January, 1738–9, to form the town of Chelsea, these two islands

were reserved to constitute part of the town of Boston, to which they have continued to be attached down to the present time. Hog Island is separated from the town of Winthrop by an inconsiderable creek, over the widest part of which there is now a wooden bridge. The island was also connected with Chelsea by a narrow wooden bridge, erected by Mr. Breed; but this has been taken down, and the island is approached now over the bridge from East Boston.

On the first of April, 1634, this island, under the name of "Hogg Island," and several others, were "granted to Boston for euer for the yearely rent of ij*l.* to be paid to the Treasurer the first day of the second month yearely," that is, on April first; for in old times, before the year 1752, the year commenced on the twenty-fifth of March, and March was styled the first month, as December was the tenth month. On the fourth of March following, however, the colonial legislature was so conscience-stricken at the exorbitant charge, that "Deere Iland, Hogg Iland, Longe Iland, & Spectacle Ileland are graunted to the inhabitants there, for euer paying to the Treasurer for the tyme being the yearly rent of iiij*s.* & the former rent of ij*l.* is remitted them." After this time the island passed into private hands; and, having a fertile soil, with its fields lying upon a high hill favorably to the sun, and free from the effects of the sea breezes, it has been improved as a farm, and its agricultural products have been remunerative.

For a long series of years this island belonged to the Breed family, and the last resident of the name, John Breed, died several years ago. The estate was sold in 1869, and will undoubtedly soon be used for other purposes than those which have made it so well known.

Returning to the position near Bird Island Shoal, there lies at the southeast Governor's Island, frequently called Winthrop's Island, because the island was granted to Governor Winthrop very early by the colonial legislature. This noted island took its first name from Roger Conant, a distinguished early settler of New England, who was at Plymouth as early as 1623, then at Nantucket, and subsequently at Cape Ann, and afterwards at Salem in 1627, and Beverly last, where he died on the nineteenth of November, 1679, in the eighty-seventh year of his age. It contains about seventy acres of land.

The first known of this island is that on the fifth of July, 1631, "it was appropriated to publique benefits and vses." But on the twenty-ninth of the same month it proved to be very far from being a benefit, for we are told that "the Friendship set sail for the Christopher Islands, and ran on ground behind Conant's Island," which any one would consider hard treatment for Friendship. On the third of April, 1632, at a Court of Assistants, "The island called Conant's Island, with all the liberties & privileges of fishing & fowleing, was demised to John Winthrop, Esq., the p̄sent Goũnr, for the terme of his life, for the ffine of fforty shillings, & att the yearely rent of xij*d*, to be paid to the Treasurer upon the twentyfifth day of March; & it was further agreed, & the said John Winthrop did covenant and p̄mise to plant a vineyard and an orchyard in the same, in consideracõn whereof the Court did graunt that att the end of the said tearme, the lease hereof should be renewed to the heires or assignes of the said John Winthrop for one & twenty yeares, payeing yearely to the Goũnr for the time being, the fifth p̄te of all such fruicts

& proffitts as shalbe yearely raysed out of the same, & soe the same lease to be renewed from time to time, vnto the heires & assignes of the said John Winthrop, with the said reservac̃on of the said fifth p̃te to the Goũn^r^ for the time being, & the name of the said ileland was changed, & is to be called the Goũn^r^s Garden; pvided, that if the heires or assignes of the said John Winthrop shall att any time suffer the said ileland to lye wast, & not impue the same, then this p̃sent demise to be voide." It seems that the excellent governor did not suffer the Governor's Garden to go unimproved, though perhaps some of his modern sueeessors would do so, rather than keep a vineyard and provide fruit for the legislature. It is surmised, also, by some, that the good old Puritan aneestors had an eye to the wine vats, when they looked out for the "fifth part" of the proceeds of the garden; and this is made more than presumptive by the following record, made on the fourth of Mareh, 1634–5: "Whereas the yearely rent of the Goũn^r^s Garden was the fifth p̃te of all the ffruiet that shall growe there, it is ordered, by this present Court, (att the request of John Winthrop, Esq.,) that the rent of the said ileand shalbe a hogshead of the best wine that shall growe there, to be paide yearely, after the death of the said John Winthrop, and noething before." It is to be feared that the vineyard failed, though the orchard flourished; for it appears that Mr. Winthrop was left out of office, and another vote passed on the twelfth of May, 1640, by which the island was "granted & confirmed to the said John Winthrop & his heires in fee farme, for wch they are to pay onley two bushels of apples every yeare — one bushell to the Governor, & another to the Generall Court in winter,—the same to bee of the best apples

there growing." It is evident that Mr. Winthrop meant to keep to his part of the agreement; for on the fourth of October, 1640, it is stated in the Massachusetts Colony Records, that "Mr. Winthrop, senior, paid in his bushell of apples" to the General Court; and, undoubtedly, the ex-governor, for Mr. John Winthrop was only an Assistant that year, sent the other bushel to Governor Thomas Dudley, his successor in office, who dwelt in Roxbury. It is supposed that the apples were faithfully paid in every year, and that each of the members of the General Court carried home his pockets full; for again, in September, 1642, the following significant entry appears upon the records: "The bushell of apples was paid in." How long this practice continued is not known; certainly it did not reach to modern times, for it would have been hard for some years past to find any apples, except perchance a few "apples of the earth," called in French, "pommes de terre," with which to have fulfilled the contract.

The island continued entirely in the possession of the Winthrop family from the time of the colonial grant until a portion of it, six acres only, was sold by James Winthrop of Cambridge for $15,000, and conveyed to the General Government on the eighteenth of May, 1808, for the purpose of erecting a fort, which, when built, was called Fort Warren, in respect to the memory of Gen. Joseph Warren. This name, however, has been transferred recently to another fort erected on George's Island; and a new fortification, in progress on the summit of the high hill on the island, has been named Fort Winthrop, in remembrance of the ancient governor to whom it was first granted. When Governor's Island was used, as it frequently was, for a marine residence, it

was noted for its hospitality. In the days of the late Hon. Thomas L. Winthrop, formerly Lieutenant-Governor of the Commonwealth, and President of the Massachusetts Historical Society, the society several times held their meetings there. In later days, like most of the islands in the harbor, it has been noted as a place of resort for fishing parties.

The fort, which is now in process of construction, is supposed to be one of great strength, and its position is considered to be as commanding as could well be desired. The water battery on the southerly extremity of the island is of great advantage to the defences, controlling, as it does, a large extent of flats, which are very shoal except at the highest tides.

Southwest of the Governor's Island, and on the south side of the ship channel, is a shoal projecting from South Boston Point, called the Upper Middle. This is a great impediment in the harbor, and is continually becoming more injurious to navigation, in consequence of the immense quantity of gravel carried to it from the great headlands of the islands in the outer harbor, which are continually washing away by the violence of storms. These additions, though they do not raise the height of the shoal, nevertheless increase its extent, and diminish the width of the channel. It is hoped, however, that the dredging contemplated in the work of improving the harbor, may remove this barrier, which at low tides interferes with the passage of large vessels of unusually great depth of draught.

CHAPTER XXXV.

CATASTROPHE IN THE HARBOR. APPLE AND SNAKE ISLANDS.

A Remarkable Catastrophe in the Harbor in 1817, the Destruction of the Canton Packet ··· Slate Ledge ··· Bird Island Passage ··· Apple Island ··· Formerly the Property of the Town ··· A Marine Residence ··· Owned by the Hutchinsons and Mortimers ··· Condition of Apple Island in 1773 ··· Occupied by William Marsh in 1814 ··· Purchased by him in 1830 ··· House burnt in 1835 ··· Snake Island.

Perhaps it will be well, before getting down the harbor so far as to be out of sight of the starting point, to recall the incidents of a well remembered catastrophe that occurred "off stream," just a short distance from the end of Long Wharf. Scarcely any one who was a boy between forty-five and fifty years ago will ever forget the great consternation the town was thrown into on Artillery Election Day, in the year 1817. It appears that the once princely merchants, James and Thomas Handyside Perkins, — whose excellences are not yet forgotten, though the former died on the first of August, 1822, at the age of sixty-one years, and the latter on the tenth of January, 1854, having just entered his ninetieth year, — were owners of a fine ship, called the Canton Packet, whereof Thomas Proctor was master, and which was of between three and four hundred tons burden, and was employed in the India trade. As was customary in the days that are gone, as well as in the present times, an ebony-colored personage, who should officiate in the necessary position of cook, and also in the respon-

sible character of ship's steward, was procured for the contemplated voyage to the Isle of France and Canton; and for this purpose a young negro, nineteen years of age, born in Philadelphia, and named William Read, was found and engaged. Although business was pressing, and the ship fast getting ready for sea, this individual, according to a custom that had become a rule as strictly observed as the laws of the Medes and Persians, was permitted to go ashore to enjoy the festivities of General Election Day, which in those days had a sobriquet that need not be mentioned here, it not having passed from memory, the day being one on which persons of every kindred and tongue, size, color, sex, and avocation, had a perfect and full right to the liberties of Boston Common. The indulgences on this occasion were so great, and the taste of liberty was such, that, although the ship was cleared next day, on the twenty-ninth of May, the fellow was determined to have another taste of the same pleasures on the next Election day, when the Common was usually appropriated to the use of the Ancient and Honorable Artillery Company, and the pale-faced nabobs and gentry of the town. Unfortunately for the steward, the master of the stanch and beautiful Chinaman and his crew had also resolved that they would have that day for a good time, as they surely had good right to do. This made the young man discontented, sour, and ugly; and he came, consequently, to a rash conclusion,—to blow up the ship. All the freight had been taken in, consisting of a valuable cargo, upwards of four hundred thousand dollars in specie, and among other things two casks of gunpowder. The ship was consequently left in charge of the exasperated steward; who, not having the fear of the law before

him, — for he had probably never read the New England Primer, and more especially John Cotton's Milk for Babes, — in a moment of desperation and madness discharged a pistol into the powder, blew off the stern of the ship, and himself up into the skies, distributing his disjointed frame throughout the harbor; and as there is no record of his burial, although some of the papers of the day chronicle his death, his remains were probably never collected for interment. This rash act was committed at eleven o'clock in the forenoon, when fortunately the seamen of the United States Ship Independence were on board their vessel; and the cable of the mangled packet was cut, and the vessel allowed to run ashore on the flats, then lying north of Long Wharf, and the remainder of the hull was saved. A ballad, written in doggerel, issued by Coverly, was circulated at the time. This affair was the origin of the famous bywords of bygone days, "Who blew up the ship?" which question was answered by the colored gentry, in true Yankee style, "Who put out the moon?" alluding to a famous exploit of the fire department, who once dragged their engines to the end of the same wharf to extinguish what appeared to be a large fire, but turned out to be only the rising of an extraordinarily bright full moon on a somewhat hazy summer evening. The usual dialogue used on old election days, in reference to these events, is too well known to require repetition. Scarcely any of the surviving frequenters of the Common on the holidays, in the times of the town, but has a story in relation to the blowing up of the Canton Packet.

Leaving on the right Slate Ledge, marked by a black buoy (numbered 11), situated near the northerly edge of

South Boston Flats, and then pursuing a due easterly course from Bird Island Shoal about one and a quarter miles through Bird Island Passage, passing (on the left) another buoy (No. 6, red) and a permanent beacon standing on the easterly edge of the shoal, and on the right a black buoy (numbered 1) near the northwesterly termination of the flats of Governor's Island, and Apple Island, a noted locality in the harbor, is reached. This contains about ten acres of land, and is two and three-quarters miles directly east of the end of Long Wharf, and nearly a mile northeast of Governor's Island. The island is round, gently rising from its shores to its centre, and has a considerable show of trees upon it, two of which have been the most prominent objects in the harbor for many years, attracting the eye in the daytime much more readily than the lighthouse on Long Island Head. The flats which encompass it are very extensive, and make its approach at low tide somewhat difficult. This small green spot in the harbor very early fell under the jurisdiction of Boston, and in the early days of the town was used, as most of the other islands were, for pasturage of sheep and cattle; but in later times, having a richer soil, and being less exposed to the violence of the storms than the other islands, it became desirable for a marine residence, and as such was improved previous to the war of the Revolution.

From being the property of the town, Apple Island passed into private hands, and on the fifth of March, 1723–4, was sold by Hon. Thomas Hutchinson and his wife Sarah (daughter of Hon. John Foster and Lydia Turell, his wife), the parents of Governor Thomas Hutchinson, the author of the History of Massachu-

setts, to Mr. Estes Hatch, sometime of Boston and Roxbury, together with the "housing, edifices and buildings thereon," for the sum of £200. The executor of Mr. Hatch sold it on the fifth of April, 1760, to Mr. James Mortimer, of Boston, tallow-chandler, for the sum of £133 6*s.* 8*d.*, describing it as "an island, situate, lying, and being in the township of Boston, called and known by the name of Apple Island, containing about nine acres, with the flats thereto belonging." James Mortimer, above named, a native of Waterford, Ireland, died on the eighteenth of August, 1773, at the age of sixty-nine years, devising the island by will, dated the twenty-seventh of May, 1765, one-half of the income of it to his widow, Hannah, during her life, and the other half to his brother Peter Mortimer, of Boston, mariner, with the reversion of the whole at the decease of the above-named widow. To give something of an idea of the condition of the island at the time of Mr. James Mortimer's decease, the following extract is taken from his will: "And I will that the lumber that is on Apple Island with the boats and farm tools remain on said island for the benefit of the same." In Mr. Mortimer's inventory, taken on the fourteenth of September succeeding his death, are the following items: —

"Apple Island, so called in Boston Harbor, with the buildings thereon,	£200	
About ten ton of hay,	15	
An old mare, £6; mare colt 2 years old, £10,	16	
A horse colt 10 weeks old,	3	
A dray cart, 10*s*;. a hand cart 10*s*,	1	
A large boat and apparatus, with cordage, £6; a small do., 12*s*,	6	12."

A provision was made in the will, that, in case of the death of Capt. Peter Mortimer before the widow of James, the property should go to another brother, Philip Mortimer, who was residing in Middletown, Connecticut. Mrs. Hannah Mortimer survived her husband only three days, dying on the twenty-first of August, 1773, at the age of eighty-one years; so the estate fell to Peter, and not to Philip. Strange to say, Peter outlived his sister-in-law only one day, dying on the twenty-second of August, being fifty-nine years of age; but he lived sufficiently long to alienate the island from the male line of the Mortimers. What caused the death of the three Mortimers just in the proper order to make a good title for Peter's heir-at-law is not known to the writer, but the three old gravestones, now to be seen standing in Copp's Hill Burial-Ground, attest to the fact, undoubtedly to the great pleasure of the then Mrs. Mary Mortimer, Peter's widow, who probably erected them as proofs of her title to Apple Island, as well as grateful memorials to the memory of her beneficent relatives. Peter Mortimer, it appears, left a widow Mary; for, before leaving his native country, he took to wife Mary Wilcox; and on the day his sister-in-law Hannah died, and he was sure that he was the legitimate owner of the island, he made a will giving her all his worldly substance, except two houses in Fish street, which he gave to his niece, Ann Carnall, daughter of his sister Katharine Carnall, of Waterford, Ireland. After the death of Peter, in due time his widow married Daniel Waters, securing the descent of the property in the island to her brother Joseph Wilcox, of Waterford, Ireland, and his heirs-at-law. Her husband dying, Mrs. Waters executed a will on the fifth of April, 1794,

devising her real estate, including the island, to her brother, the above-named Joseph Wilcox, and died on the seventh of June, 1802, at the age of seventy-eight years, and was buried with her first husband and his kindred on Copp's Hill. This Mr. Wilcox, it appears, married on the twenty-eighth of March, 1761, and had an only child, Robert, baptized at Waterford on the thirteenth of September, 1788, who, on arriving at maturity, became a mariner, as his father had done before him, choosing North Shields, in Northumberland, England, as his place of residence when ashore. Thus the real ownership of the island became vested in an Englishman, who knew very little about it, and probably placed no great value to it, and consequently suffered the house to decay, and the trees to waste.

In this state of things, this romantic spot was selected by an English gentleman by the name of William Marsh, as a place of residence; and in the fall of the year 1814, at the close of the war, he placed his family there. After making the fields smile and the gardens rejoice, the first object of Mr. Marsh was to find the legal owner of the territory which he occupied, that he might become the lawful possessor of what he deemed a modern Eden. In his search he was not successful until he had striven many years. About the year 1822, however, he obtained possession of the knowledge of the person who appeared to be the owner, and he made with him, on the eighth of October of the next year, an agreement, by which he was to pay five hundred and fifty dollars for the island, and become the rightful owner of his much desired residence. So careful, and yet so scrupulously honest was he in this transaction, that he required the legal proofs of the identity of

Robert Wilcox, the reputed owner. This evidence he did not obtain until the fifteenth of January, 1830, a few years before his decease, when the purchase money was paid, and the deeds passed and recorded.

Mr. Marsh seems to have passed a happy and contented life upon his island, secure from intrusion on account of its difficulty of approach, and enjoying the position on account of the fertility of the soil and its neighborhood to good fishing grounds, and fields for sporting life. He died on the twenty-second of November, 1833, at the good old age of sixty-six years, and was buried, according to his own request, on the western slope of the hill upon his own island home, a large number of his Boston friends being present on the mournful occasion. Many persons will undoubtedly remember his faithful negro servant, Black Jack, who was so infamously treated by some of the navy officers stationed in the harbor; and the successful endeavors of the late Samuel F. McCleary, Esq., father of the present excellent city clerk, who took charge of his case, and recovered for him damages for the abuse.

Since the decease of Mr. Marsh, and the burning of the house, which last event occurred on the evening of the eleventh of November, 1835, the island has passed into other hands, and has for the most part been out of use. After a neglect of many years, the city purchased the island on the twenty-first of May, 1867, paying to Mr. Edward T. Marliave the sum of $3,750. It is not now put to any useful or remunerative purpose, but is held solely for the prevention of the removal of the gravel and ballast stones which are found upon it. Occasionally an old hulk is broken up and burned on its flats for the purpose of saving the iron and copper used

in its construction. There is no spot, however, in the harbor, which, at the present day, offers so strong an invitation as this does to the romantic for a delightful place as a marine rural residence, during the oftentimes very sultry summer seasons.

About three-quarters of a mile northeast of Apple Island, in the flats projecting from Pulling Point southerly into the harbor, and very nearly half a mile from the mainland of the town of Winthrop, is a small island, consisting chiefly of marshy ground, and containing not more than three or four acres, having the name of Snake Island. This is very irregular in shape, and comparatively of little value. It is seldom visited, and is very rarely mentioned; and were it not that it is designated upon the charts of the harbor, it would not be worth the mention that has been given to it in this connection.

CHAPTER XXXVI.

DEER ISLAND.

Deer Island and its Shape and Boundaries ··· New Quarantine Ground ··· Size of Deer Island ··· Its Hills, Bluffs, and Ponds ··· Origin of its Name ··· Island Granted to Boston in 1634 ··· The Island in 1635 ··· Freezing of the Harbor ··· Deer Island Supplying Firewood for the Inhabitants ··· A Prison for Swine and Goats ··· Deer Island Improved for the Maintenance of a Free School ··· Occupied by John Ruggle ··· Leased to Captain Edward Gibbens, and subsequently to Elder Penn and John Oliver, and also to Edward Bendall ··· Leased to John Shaw and Sir Thomas Temple ··· Indian Claim settled in 1685 ··· Samuel Shrimpton's Lease ··· Intolerant Act of Sir Edmund Andros in 1689 ··· Town Offered Deer Island for the Erection of Hospital or Pest House ··· The Origin of Quarantine in Boston Harbor ··· City Institutions ··· Sea-Wall.

About one mile and a quarter southeast of Apple Island, and four and a half miles due east of Long wharf, lies Deer Island, being in form very much like a whale, with its head to the north, and its back to the northeast. It is separated from Point Shirley, the southerly promontory of the town of Winthrop, by Shirley Gut, a passage, the narrowest part of which, nearest the harbor, measures about three hundred and twenty-five feet. On its northeast is the Bay, and on its southeast the Broad Sound, which separates it from Lovell's Island and the cluster of rocks and islands at the mouth of the harbor. The main ship channel separates it from Long Island Head and Nix's Mate, both of which are slightly less than a mile distant from it; and on its southwest is the New Quarantine Ground, which

was established at the time the island was selected by John P. Ober and Billings Briggs, Esquires, of the City Government, for hospital accommodations, and placed under the special charge of Dr. Joseph Moriarty in the summer of 1847, when the ship fever raged so malignantly, and subsequently under Dr. Henry G. Clark, temporarily, he having declined a permanent appointment.

Deer Island is nearly a mile in breadth. By an actual measurement, taken by James Slade, Esq., while City Engineer, it appears that the island contains one hundred and thirty-four acres of upland and fifty acres of marsh, being one hundred and eighty-four acres in all, besides a large amount of flats, more than equal in extent to the upland and marsh. It has two hills and four bluffs, which are known by the following names: North Head, East Head, and South Head (or Money Head), situated as the names indicate, Graveyard Bluff, a small projection on the southwesterly part of the island, and Signal Hill in the central part. The small elevation at the northerly part of the island, where the old house of Major Ebenezer Thayer used to stand, has never been dignified by any special appellative. The South Head took the name of Money Head in consequence of the money-digging affair that occurred there some years ago. North and south of Signal Hill are two small fresh-water ponds, the northerly known as Ice Pond, and the southerly as Cow Pond, — the former generally supplying the occupants of the island with ice for summer use, and the latter affording refreshing water for the cattle.

Deer Island is very frequently mentioned in the old records, both of the town of Boston and the Colony of Massachusetts Bay; and occasionally the old historical

writers and journalists speak of it in connection with other matters. It undoubtedly took its name from the fact that deer formerly visited, and perhaps occupied, its ancient groves, which have long since been cut down for fuel or lumber. Mr. William Wood, in his New England's Prospect, printed in 1634, says that, "The chiefe Ilands which keepe out the Winde and the Sea from disturbing the Harbours, are first Deare Iland, which lies within a flight-shot of Pullin-point. This Iland is so called, because of the Deare which often swimme thither from the Maine, when they are chased by the Woolves: Some have killed sixteen Deare in a day upon this Iland. The opposite shore is called Pullin-point, because that is the usuall Channel Boats use to passe thorow into the Bay; and the Tyde being very strong, they are constrayned to goe a-shore, and hale their Boats by the seasing, or roades, whereupon, it was called Pullin-point." Mr. John Josselyn, in his account of two voyages to New England, printed forty years later, alludes briefly to the same facts.

On the first of April, 1634, this island, together with Long Island and Hog Island, were granted in perpetuity to Boston for the nominal rent of two pounds; and this amount was reduced to four shillings, and Spectacle Island thrown in besides, on the fourth of the subsequent March, when the original grant was confirmed by the Colonial Legislature. Then terminated all the right of the Colony to the island, and the Province and Commonwealth have never set up any claim since to its territory, but the ownership has remained vested successively in the town and city of Boston.

The above are the earliest mentions found made concerning Deer Island. The next learned of it is from the

journal of Governor John Winthrop, under date of January 1634–5, in the following words: "In the ende of this monthe, 3 men had their boat froze vp at Bird Iland, as they were cominge from Deare Iland, so as they were compelled to lodge there all night; & in the morning they came over the Ice to Nodle's Ile, & thence to Molten's Point in Charles towne, & thence over the Ice, by Mr. Hoffe's, to Boston. At the same tyme 6 others were kept a weeke at the Governour's Garden; & in the ende gate with their boat to Mattapan Pointe; for, neer all that tyme, there was no open place betweene the Garden & Boston, neither was there any passage at Charles towne for 2 or 3 dayes, the winde about the N. W. 3 weekes, wth muche snowe & extreme frost." The object of this quotation is three-fold; namely, to give the mention of Deer Island, to show that what is now called Bird Island Shoal was then an island capable of giving hospitality, and lastly to exhibit to the reader the first chronicled account of the earliest known freezing over of Boston Harbor. The harbor was frozen also during the early part of the next month, a fact worthy of being kept in remembrance, as February seems to have been usually the favorite month for this occurrence. The last three times the harbor was frozen over were about the same season of the year, in 1844, 1856 and 1857.

At this time Deer Island appears to have been of no special use to Boston, except for the inhabitants of the town to procure firewood from; for on the twenty-eighth of November, 1636, an order was passed in town meeting, as follows: "Also it is agreed y^t ye Inhabitants who doe want wood, shall have liberty to gett for their vse, at Deare Island, so as y^t they p̄sently take & carrye awaẏ what they doe gett, & whatsoeūr they have

felled there to be at liberty for others to take away." If good old Elder Leverett had known the mischief that would ensue from this order, it is very questionable whether he would have penned it in so handsome an Old English letter upon the town records as he did on this occasion; for now it is with great difficulty that trees can be made to grow upon the island on account of the easterly sea winds which are so unpropitious to their cultivation. A few willows and silver-leaf poplars, of quite recent planting, seem only to have found root-hold upon the soil.

At last, on the twenty-ninth of March, 1641, an order was passed by the town authorizing that trespassing swine, which should be suffered to roam about the town insufficiently yoked, and goats found without a keeper, should be sentenced to Deer Island for a time. But on the tenth of January, 1641–2, another order was passed by the town, more in accordance with the way of doing things now, in the following words: "It is ordered that Deare-Iland shall be improved for the maintenance of a free schoole for the Towne, and such other occasions as ye townsmen for the time being shall think meet, the said schoole being sufficiently provided for." Undoubtedly Mr. Daniel Maud, the successor of Mr. Philemon Pormort, the first master of the Latin School, received the benefit of this vote; but what the "other occasions" were, and whether they were anything like those which now occur annually and occasionally, is entirely unknown. To give an idea of what the income was from the island, it is only necessary to say, that by the records it appears, that before the thirty-first of January, 1641–2, John Ruggle had put up a building upon the island, probably a pound for the swine and

goats, for which he was to receive the sum of £7 15*s.* 6*d.*, and that an order was passed in town meeting "that Capt. Gibones (who had undertaken it)," should pay the money to Ruggle, and should let it, when "Capt. Gibones should be repayed." As the town leased the island on the thirtieth of December, 1644, to James Penn and John Oliver for three years, at the rate of seven pounds a year, requiring the lessees to pay Capt. Gibones the money he had paid Mr. Ruggle, it is presumed that the school must have had an income during the time the captain occupied it. At the same time the island was leased to Elder Penn and Mr. Oliver, liberty was granted to the inhabitants of the town to cut wood upon it, provided that they carried it off, or set it on heaps "that it may not be spoyled, nor hinder the feed of cattell."

At the expiration of the last mentioned lease, the island was let to Mr. Edward Bendall for the term of seven years, at fourteen pounds per annum, for the school's use, in provision and clothing, reserving the right for the inhabitants to cut wood for their own use, "nott bringing a draught upon ye island"; and on the twenty-sixth of February, 1648–9, the lease was extended so as to make up twenty-one years, he to leave at the end of his term a supply of wood for the maintenance of one family forever, and also what fruit trees he should plant there. It appears also by the town records, that on the twenty-seventh of April, 1655, Mr. Bendall had not paid his rent, as the constable was ordered to distrain for the rent due the town; and a month later Mr. James Bill, a resident of the neighboring Point, was debarred from cutting any more wood, as there only remained enough for a farm.

Subsequent to this, John Shaw got possession of the lease of Deer Island, and assigned it to Sir Thomas Temple, and the town confirmed it to him on the twenty-third of February, 1662–3, for the term of thirty-one years, for the same rent, fourteen pounds a year, for the use of the free school, he not to fell any timber save what shall be for building, fencing and firewood, on the island, and at the end of the term he to yield up all the buildings and fencing. On the twenty-eighth of the subsequent September, the town passed a vote allowing Sir Thomas Temple "to cleare the swamp on the said island of all timber trees whatever, and allsoe what other wode is vpon the said island excepting some timber trees," and so, probably, came to an end all the trees which formerly grew upon the island.

Subsequent to the last date, several of the Massachusetts Indians laid claim to Deer Island and other property. This claim was met in a conciliatory manner by the townsmen of Boston, who, on the eighteenth of June, 1684, appointed Mr. Simon Lynde, an influential person, to arrange with the Indians and purchase their claim; whereupon, on the nineteenth of March, 1684–5, Charles Josias, alias Wampatuck (grandson of the famous Chickatabot), and three other Indians, executed a quitclaim to the selectmen of the town of the property claimed, including the island, acknowledging that his grandfather had, about fifty-five years previous, sold the property in question to the English planters and settlers. In this deed Deer Island is described as lying about two leagues from Boston, between "Pudding Gut and the Broad Sound," and containing one hundred and sixty or two hundred acres of land, more or less. At the same time another Indian, David, son and heir of

Sagamore George, relinquished the right which he had claimed to Deer Island.

At this time, Mr. Samuel Shrimpton, an extensive landholder, had become possessed of Sir Thomas Temple's lease, and on the twenty-fifth of May, soon after the above described transaction, the town renewed the lease on the former terms, for eighteen years from the first of March, 1693–4, he having paid £19 to the sachem Josiah and the other Indians for ratifying the ancient grant of Chickatabot. Not long after this, in 1689, the intolerant and troublesome Sir Edmund Andros, who unrightfully held the position of Governor of New England, caused writs to be issued against the tenant, which the town determined to resist; and, finally, the usurper having been seized and imprisoned, and fortunately the revolution occurring in England, the whole matter ceased, and the town and its tenant were left in quiet possession of the island, which the town has continued to hold, without further hindrance, until the present time.

It would be of no special use to continue further the list of the tenants of Deer Island. It is sufficient that the island was improved in this way until the city took possession of it, in the summer of 1847, for sanitary purposes. One more quotation from the early records of the town may, however, be interesting, as it bears so strong a resemblance to what actually took place exactly one hundred and thirty years later. On the fifteenth of May, 1717, at a public meeting of the townsmen, it was "Voted, That the Selectmen be impowered to Lease out a piece of Land on Dere Island not Exceeding one acre, for a term not exceeding ninety-nine years, to be improved for the Erecting an Hospital or

Pest House there for the reception & entertainm[t] of sick persons coming from beyond the Sea and in order to prevent the spreading of Infection." This was the first attempt at quarantine in Boston harbor, a project which was not consummated until the year 1737, as will be mentioned hereafter in the description of Rainsford Island.

Those conversant with city matters will remember that, as early as the first of December, 1848, a portion of the inmates of the House of Industry at South Boston were removed to the island, that a large brick building was erected at Deer Island previous to 1853, and that the paupers of the city and commonwealth were soon afterwards, previous to the twenty-fifth of January, 1854, removed to it, and it then became the House of Industry. A subsequent change in the policy of the State with reference to the maintenance of its paupers, in 1854, relieved the city from a large part of its burden in this respect; and the State poor were taken from the institution, and placed in the various almshouses provided for them by the Commonwealth. On the first of July, 1858, the inmates of the House of Reformation, and also of the Almshouse School connected with it, were removed to the island, where they are now cared for under the management of the Board of Directors for Public Institutions. The institutions now on the island are distinguished as the Almshouse, House of Industry and House of Reformation. During the years 1868 and 1869, appropriations were made by the City Council for the erection of a building for a farm house, and another for the pauper girls. These were built in the year 1869, and have remedied a great want that existed in the department of public institutions. An

almshouse for the adult poor will undoubtedly soon be erected on a site near the boys' and girls' schools, and then the charitable institutions on the island will be entirely disconnected with the reformatory.

A considerable portion of the easterly shore of this island being much affected by the beating of the waves in storms, a sea-wall has been erected there for its better protection, and that of the harbor, which is much injured by the washings from the bluffs of this and other islands. So great is the wear from the headlands of Deer Island, that an extensive bar has been created by the above-named cause, extending a very considerable distance from its northerly point towards Gut Plain upon Point Shirley, and another, called Fawn Bar, from its eastern head towards the ledge of rocks known as the Graves, in an easterly direction.

Before commencing a description of the islands on the southerly side of the harbor, it will be best to return to the starting point, the end of Long Wharf, and take a new line of departure, so as to get a glance of the other features of the harbor, so necessary for a correct knowledge of its intricacies.

CHAPTER XXXVII.

CHANNELS, UPPER MIDDLE, AND CASTLE ISLAND.

South Battery Point ··· Fort Point and Fort Point Channel ··· Chart by Bonner, 1714 ··· Dorchester Old Harbor ··· Dorchester Bay ··· Quincy Bay ··· Other small Bays ··· Glades Channel ··· Upper Middle Shoal ··· Castle Island ··· Castle Island and its Boundaries ··· Ancient Fortifications ··· Maverick's Fort ··· Fort Hill Fort ··· Attempt to locate a Fort in the Harbor ··· Moving Fort ··· Fort at Castle Island undertaken, 1634 ··· Capt. Johnson's Description of the Fort in 1654 ··· Capt. Richard Davenport ··· Capt. Roger Clap ··· Captains of the Fort ··· Affair of Lieut. Morris ··· Castle Island let to Capt. Gibbon in 1643 ··· Arrival of La Tour, 1643, and Fright of the Inhabitants.

Leaving again the easterly end of Long Wharf, the reader will soon find himself in the stream of the main ship channel; but before starting down the harbor to examine the islands on the southerly side of this channel, it will be well to take some little notice of other matters of interest as they come in due course. If he turn his eyes to the southward, to the neighborhood of Rowe's wharf, the next just south of India wharf, he will see what was known in olden times as South Battery, the site of the Old Sconce or South Battery oftentimes called Fort Point, in consequence of the ancient fortification which stood upon Fort Hill, just inland of it. Leading from South Bay, which lies between Boston Neck, the Highlands, Dorchester and South Boston, and probably originating from the small brooks which run into this bay, is Fort Point Channel (not Fore Point, nor Foure Points Channel, as it has been frequently mis-

called), which empties into the main ship channel. An excellent manuscript chart of this channel, by John Bonner in 1714, probably used in preparing his famous plan of the town, published by Mr. Price in 1722, is preserved in the archives of the Massachusetts Historical Society, and an exact copy of it has been printed for the Society's published proceedings. South of South Boston, which was formerly known as Dorchester Point, is Old Harbor, separated by Savin Hill from Dorchester Bay, still farther south, and the recipient of the waters of Neponset River; and to the southeast of this bay, and separated from it by Squantum, an interesting locality belonging to Quincy, is Quincy Bay, into which Black's Creek and several small streams empty. Farther on, east of this bay and Hough's Neck, is Quincy Town River Bay, into which Weymouth Fore River flows, having its origin in Monatoquot River, which in its turn originates from the confluence of Blue Hill and Cochato Rivers. East of these, Weymouth and Black River, Hingham Harbor and Weare River connect with Boston harbor.

The reader is now in a fair condition to proceed down the harbor; therefore, following the main channel, and pursuing a southeasterly course from the starting point, and leaving to the left Bird Island Shoal and Governor's Island, and Glades Channel running between them to Bird Island Passage, and also leaving at the right the Upper Middle Shoal, he will find himself at Castle Island, about two and one-half miles from the point of departure. In form, this small island is quite irregular, resembling as much as anything a shoulder of pork, with the shank southward. At its north the water is deep, but very shoal at its south on account of

the flats. North of it is Governor's Island, on which is Fort Winthrop, less than a mile distant; northwest is the Upper Middle Shoal; northeast, the Lower Middle Shoal; east, President Roads; southeast, Spectacle Island; south, Thompson's Island, on which is the Farm School for boys; and west, South Boston, about two-thirds of a mile in distance. The island contains, by estimation, about eighteen acres; and it has always been retained as the property of Massachusetts, through its Colonial and Provincial periods, until ceded by the Commonwealth, in the year 1798, to the United States, by an act passed the twenty-fifth of June of that year.

The forefathers, while in England, after they had resolved to move the company to New England, among their earliest considerations took counsel about fortifying the place to which they were about to go against hostile encroachments. It therefore appears that at a General Court of the Governor and Company, held at the house of the Deputy Governor, on Thursday, the fifteenth of October, 1629, for the purpose of settling the trade in New England upon transferring the government thither, after long consideration and debate, it was determined, among other important matters, "that for the charge of ffortyfieac̃ons, the Companyes ioynt stock to beare the one halfe, and the planters to defray the other, viz, for ordnance, munition, powder, &c: but for labourers in building fforts, &c, all men to bee employed in an equall ꝑporc̃on, according to the nomb^{r} of men vpon the plantac̃on, and soe to continue vntil such fitt and neeessarie works bee finished."

Very soon after the settlement of Boston, the civil authorities began to consider the same question. Mr. Samuel Maverick protected himself on Noddle's Island

as early as the year 1630, by a small breastwork with four guns; and Fort Hill, in Boston, had fortifications built upon it as early as 1632; for on the third of September, 1634, Mr. John Samford was chosen cannoneer for the fort at Boston, and an order was passed by the General Court of the Colony, "That for two yeares service that hee hath already done att the said ffort, & for one yeare more hee shall doe, to be accompted from this day, hee shall have allowed him out of the treasury the sum of xx*li.*"

The fortification on the peninsula not being considered sufficient, the question of erecting defences in the harbor was soon mooted; and the first absolute movement which led to the establishment of one at Castle Island is thus chronicled by Governor John Winthrop in his valuable journal, under date of the twenty-first of February, 1632–3, in the following words: "The Govern^r & 4 of the Assistants, with 3 of the Minist^rs, & others, about 26 in all, went in 3 boats to view Nantaskott, the winde W., faire weather; but the winde arose at N. W. so strong, & extreme colde, that they were kept there 2 nights, being forced to lodge vpon the ground, in an open cottage vpon a little olde strawe, which they pulled from the thatche. Their victualls allso grew shorte, so as they were forced to eate muskles, yet they were very weary, & came all safe home the 3: daye after, throughe the Lord's spec'lle providence. Vpon view of the place, it was agreed by all, that to build a forte there would be of too great charge, & of little vse; wherevpon the planting of that place was deferred." Whether or not the authorities thought best to erect a regular fort is not known, but on the fourth of March, 1633–4, the court voted, "a moveing ffort to

bee builte, 40 ffoote longe & 21 ffoote wide for defence of this colony," and for the purpose £144 and "1100 four-inch plank" were "given and promised." What was accomplished by the last mentioned vote and subscription remains unknown, although it appears that a Mr. Stevens was to superintend the work for £10. Whatever was done, it is certain that on the fourteenth of the subsequent May, the Court appointed Mr. Thomas Beecher, Mr. William Pierce and Robert Moulton a committee to treat with Mr. Stevens and Mr. Mayhew about building it; and that is the last that is known of the undertaking.

Not satisfied with the failures above recited, it appears that another party, consisting of very nearly the same persons that went to Nantasket, made another attempt on the twenty-ninth of July, 1634, about a year and a half later; for Mr. Winthrop relates as follows: "The Govern^{r} & Council, & diverse of the Miñrs, & others, mett at Castle Iland, & there agreed vpon erecting 2 platformes & one small fortification to secure them bothe, & for the present furtheranee of it they agreed to laye out 5*li* a man till a rate might be made at the next Gen^{ll} Court. The Deputye, Roger Ludlow, was chosen overseer of this worke." This committee did the business, for, on the third of September following, the General Court ordered, "That there should be a plattforme made on the north-east syde of Castle Ileland, & an house built on the topp of the hill to defend the said plattforme;" and Captains John Underhill, Daniel Patrick, John Mason, William Trask and Nathaniel Turner, and Lieutenants Robert Feakes and Richard Morris were chosen as a committee to fix upon the place for the fort and lay out the work. To show its earnestness in this

endeavor, the General Court passed a vote on the fourth of March, 1634–5, "That the ffort att Castle Iland, nowe begun, shalbe fully pfected, the ordnance mounted, & eury other thing aboute it ffinished, before any other ffortificac̃on be further proceeded in."

Captain Edward Johnson, of Woburn, in his "Wonder-Working Providence of Sions Saviour," printed in the year 1654, thus speaks of the fort on Castle Island: —

"There was a eastle built on an Island, upon the passage into Massachusetts Bay, wholly built at first by the country in general, but by reason the country affords no lime, but what is burnt of oyster shels, it fell to decay in a few years after, which made many of the Towns that lay out of the defenee thereof to desert it, although their safety (under God), was mueh involved in the constant repair and well managing thereof; hereupon the next six Towns take upon them to rebuild it at their proper eost and eharges, the rest of the country upon the finishing thereof gave them a small matter toward it; upon this there was a captain ordained, and put in possession thereof by the eountry, having a yearly stipend allowed him and his souldiers, which he is to keep in a constant readiness upon the Island, being about eight acres of ground. The eastle is built on the northeast of the Island, upon a rising hill, very advantageous to make many shot at sueh ships as shall offer to enter the harbor without their good leave and liking; the commander of it is one Captain Davenport, a man approved for his faithfulness, eourage, and skill; the master cannoneer is an active engineer; also the castle hath cost about four thousand pounds, yet are not this poor pilgrim people weary of maintaining it in good re-

pair; it is of very good use to awe any insolent persons, that putting confidence in their ships and sails, shall offer any injury to the people, or contemn their government, and they have certain signals of alarums which suddenly spread through the whole country."

Captain Roger Clap, who commanded the fort twenty-one years, from 1665 to 1686, gives the following description of the fort previous to his leaving it:—

"I will inform you that God stirred up his poor servants to use means in their beginning for their preservation; though a low and weak people, yet a willing people to lay out their estates for the defence of themselves and others. They having friends in divers places who thought it best for our safety to build a fort upon the island now called Castle-Island; at first they built a castle with mud-walls, which stood divers years: First Capt. Simkins was commander thereof, and after him, Lieut. Monish [Morris], for a little space. When the mud-walls failed, it was built again with pine trees and earth; and Capt. Davenport was commander. When that decayed, which was within a little time, there was a small castle built with brick walls, and had three rooms in it; a dwelling room below, a lodging room over it, the gun room over that, wherein stood six very good Saker guns, and over it upon the top three lesser guns. All the time of our weakness, God was pleased to give us peace, until the wars with the Dutch in Charles II.'s time. At that time our works were very weak, and intelligence came to us that Durother [De Ruithier], a Dutch commander of a squadron of ships, was in the West-Indies, and did intend to visit us; whereupon our Battery also was repaired, wherein are seven good guns. But in the very time of this report, in July, 1665, God

was pleased to send a grievous storm of thunder & lightening, which did some hurt at Boston, and struck dead here at the Castle-Island that worthy renowned Captain Richard Davenport; upon which the General Court in Aug. 10th following, appointed another [Roger Clap, himself] Captain in the room of him that was slain. But behold God wrought for us; for although Durother intended to come here, yet God by contrary winds kept him out; so he went to Newfoundland, and did great spoil there. And again when danger grew on us by reason of the late wars with Holland, God permitted our Castle at that very time to be burnt down; which was on the 21st day of March 1672–3: But still God was pleased to keep this place in safety; the Lord enlarge our hearts unto thankfulness."

Captain Clap's description may be correct in general, but he certainly erred in his names of persons mentioned. The Lieutenant Monish, who, he says, succeeded Captain Simpkins, was Lieutenant Richard Morris, and he succeeded Captain Edward Gibbons on the third of March, 1635–6, Gibbons having probably succeeded Captain Nicholas Simpkins. By the Dutchman, whom he called Durother, he probably meant De Ruithier, or De Ruiter, a noted naval commander of that time.

The colonial records abound in votes for the impressment of men to work on the fort, and on the third of November, 1635–6, an order was passed by the General Court, requiring six towns, Dorchester, Roxbury, Boston, Newton, Watertown and Charlestown, to provide each two men weekly to work at the fort, and these were to be paid out of the treasury of the colony.

These towns, though sometimes remiss, performed the task required of them, and in due time the fort was completed, and supplied with the proper ordnance, munitions, and garrison. But this did not last long; for the sham-built fort soon fell to decay, and the General Court became discouraged about it.

From what has been said above, it would appear that Captain Nicholas Simpkins was the commander of the fort from the time it was built until 1635, when he gave displeasure to the General Court by a remissness in his accounts, and was removed and the place given to Lieutenant Edward Gibbons, who in his turn was dismissed the next year, and Lieutenant Richard Morris appointed to his place. Morris was not more successful than his predecessors, for he fell into difficulty about the red cross in the country's colors, as our fathers at that time trained under, and gave allegiance to the English jack, although Captain Endicott considered it heathenish; and, not long after his appointment, giving support to Mrs. Ann Hutchinson in her theological quarrels, he was disarmed in November, 1637, and banished from the colony in September, 1638, to Rev. Mr. Wheelwright's settlement at Exeter, New Hampshire; and Captain Robert Sedgwick was ordered to take charge of the castle in his stead, in June, 1641. In the interim, there probably was no official commander.

During the administration of Lieutenant Morris, an affair took place which so clearly illustrates the manner of doing things in the olden time, that a narration of it is taken from Governor Winthrop's journal, as printed by his learned commentator, Hon. James Savage, the original of this part of the journal having been destroyed by fire: "Three ships arrived here from Ipswich with three

hundred and sixty passengers. The last being loath to come to an anchor at Castle Island, though hailed by the castle boat, and required, etc., the gunner made a shot, intending to shoot before her for a warning, but the powder in the touchhole being wet, and the ship having fresh way with wind and tide, the shot took place in the shrouds, and killed a passenger, an honest man. The next day the governor charged an inquest, and sent them aboard with two of the magistrates (one of them being deputed coroner), to take view of the dead body, and who, having all the evidence, etc., found that he came to his death by the providence of God." This verdict of the jury of inquest undoubtedly gave great satisfaction to Lieutenant Morris and his gunner, and perhaps to the staid townsmen of Boston; but it probably proved of no great account to the poor fellow who had been sent to his long home, or to the fellow-passengers, who were obliged to abide by it, and be thankful that they had escaped a similar providence.

On the twelfth of March, 1637–8, the fortification gave so little promise to the Colonial Legislature that the authorities came to the conclusion to abandon the design, and therefore authorized a committee to remove the ammunition therefrom, and dispose of what else they deemed fit; but on the second of the May following, so much of this determination was reconsidered as to allow private individuals to man and maintain the fort, if they would satisfy the court within eight days that they would do so. These undertakers must have done something, for they kept the fort along a few years, getting at one time a hundred pounds from the colony, and at another time two hundred and fifty pounds, this last amount for building a house and repairing the batteries,

and also a grant to take wood from the islands in the harbor. Notwithstanding these efforts, the fort went to decay, insomuch that on the tenth of May, 1643, orders were given for the removal, within two months, of the ammunition and ordnance, which were to be distributed to Charlestown, Cambridge and Ipswich, and a committee was appointed "to let the iland as they can yearly." In this they succeeded, for on the seventh of September following, "the Court gave Castle Iland & the house there to Capt. Gibons, unlesse it bee implied to publiq use for fortification at any time hereafter."

The inhabitants of Boston, as well as their Governor, were very much alarmed, on the fourth of June, 1643, by the arrival in the harbor of a ship of one hundred and forty tons, having on board the same number of persons. The Governor and his family were on their island when Mr. La Tour came up the harbor in his ship. The neighboring towns of Boston and Charlestown betook them to their arms, and three shallops with armed men went forth to meet the Governor, and to guard him to his house in town. The Governor, in his journal, says: "But here the Lord gave us occasion to notice our weakness, etc., for if La Tour had been illminded towards us, he had such an opportunity as we hope neither he nor any other shall ever have the like again; for coming to our castle and saluting it, there was none to answer him, for the last Court had given orders to have the Castle-Island deserted, a great part of the work being fallen down, &c., so as he might have taken all the ordnance there. Then having the Governor and his family, and Captain Gibbon's wife, etc., in his power, he might have gone and spoiled Boston, and having so many men ready, they might have

taken two ships in the harbor, and gone away without danger or resistance." This fright produced a good effect upon the inhabitants of the neighboring towns, if it did not upon the General Court, and measures were very soon afterwards taken for renewing the fortifications at Castle Island, as will be seen in the next chapter.

CHAPTER XXXVIII.

CASTLE ISLAND AND FORT INDEPENDENCE.

Castle Island continued ··· Restoration of the Castle in 1644 ··· Six Towns to Repair it at their own Expense ··· Small Annual Allowance for its Maintenance ··· Appropriation for securing Bird Island Passage ··· Lieut. Richard Davenport appointed Commander in 1645 ··· English Colors to be displayed from the Castle, in 1651 ··· Small additional Fort erected in 1653 ··· Death of Captain Davenport in 1665 ··· Appointment of Capt. Roger Clap ··· The Castle burnt in 1673 ··· Immediately repaired ··· Resignation of Capt. Clap in 1686, and Capt. John Pipon appointed in his place ··· Captain John Fairweather ··· Commanders during the Provincial Period ··· Castle William built in 1701, by Col. Romer ··· Old Inscription ··· Pownal's Picture ··· Wharves built in 1720 ··· New Battery, 1735 ··· Governor Belcher's Powwow ··· Form and Appearance of the Castle ··· Destruction of the Castle in 1776 ··· Castle Rebuilt and called Fort Independence ··· Used for Convicts, 1785 to 1798 ··· Used as a State Prison, 1785 to 1805 ··· Island ceded to the United States in 1798 ··· New Fort ··· Topography of the Island ··· Old Block House, Shirley's Battery ··· Site of the Old Castle ··· The Massie Duel in 1817 ··· Old Memorial Stone ··· New Graveyard.

In consequence of the fright caused by the arrival of La Tour in June, 1643, the inhabitants of Boston and the neighboring towns began seriously to think of the importance of having the Castle restored and garrisoned; therefore certain men from each of the towns were chosen to take the subject into consideration, and for this purpose they held a meeting in Boston, where it was proposed that, as the colony was weary of maintaining the Castle, the neighboring towns should repair and maintain the same at their own proper charge. But here a new difficulty arose, as to how it could be done

without giving offence to the General Court, which had ordered its abandonment. Fortunately, five of the neighboring Indian Sachems, Wossamegon, Nashowanon, Cutshamache, Maseanomet and Squa Sachim, about that time came to the determination of voluntarily submitting themselves to Massachusetts, and of coming under the colonial government, as Pumham and Sacononoco had done sometime before; and, therefore, it became necessary to hold a session of the General Court. Taking advantage of this necessity, six towns, Boston, Charlestown, Roxbury, Dorchester, Cambridge, and Watertown, appointed a committee, who advised with the governor and several of the magistrates, who encouraged them to go on, as did also the ministers and elders of the churches, and they petitioned the General Court to do something about repairing and carrying on the fortification. But it was all to no purpose; and they were obliged to ask for liberty to do it at their own expense and charge. Even in this laudable and liberal endeavor the towns were seriously opposed by some of the country members; for the Court thought that it would be too great a charge, that it could afford but little help against a strong enemy, and that if the fort were reconstructed and manned, there was still another passage by Bird Island which could be used by inimical vessels in coming up to the town. Nevertheless, after a great deal of persuasion, the towns prevailed, and the following order was passed by the General Court on the seventh of March, 1643–4: "It is ordered, that it shalbee lawfull for the inhabitants of the townes wthin the Bay, or any convenient number of them, to ereet a fortification upon the Castle Iland, such as the p̄sent time & their abilities will give liberty and op̄portunity unto, & to repair

the batteries there, or any of them, & to maintaine the same, & to keepe such garrison there, as the necessary defence of the place shall require; and that they shall have liberty to take back unto the said iland such ordinance & amunition as was lately fetched from thence, or so much thereof as they shall make use of, any former order to the contrary notwithstanding." At the same time the Court promised, that when the towns should have repaired the batteries and mounted the ordnance, and also erected a fortification of stone, timber, and earth, fifty feet square within the walls, which were to be ten feet thick and of proportionable height, one hundred pounds per annum should be allowed for the maintenance thereof. The Court also allowed another one hundred pounds for securing the Bird Island Passage, to be paid when both of the works should be completed. Yet the worthy magistrates and deputies (or, as they would probably be called now, senators and representatives) further took order, "that notwithstanding the charge to bee defrayed by the townes in the Bay, yet the said fortifications to bee still accounted to belong to the country, & this Cõrt, or the councell of warr, from time to time to have the command & disposal thereof, as occasion shall require;" and it was ordered that five barrels of powder, and a proper proportion of shot, should be allowed for the present to the Castle, to be spent for the defence of the place and the ordinary salutation of ships. The Court, however, condescended to allow the towns to appoint a commander for the time being, who was to observe the instructions which should be given him with his commission. This document, which is given in full in the old records, is a rare bit of composition, and gives a good idea of the old times.

From what appears in the colonial records, the Court undoubtedly signified to the towns a desire that Mr. Thomas Coytmore, of Charlestown, should be appointed the commander, as an order was passed on the twentieth of May, 1644, there being as yet no person appointed for that place, that if the towns agreed to appoint him, he should be accepted. But it does not appear that he was appointed, as the position was offered to Lieutenant Richard Davenport on the thirteenth of the following November, who accepted it subsequently, and who was commissioned in July, 1645. At the time of the appointment of Lieutenant Davenport, fifty pounds were appropriated for his house, and subsequently one hundred for the fort, and twenty for a boat, and the five towns (omitting Watertown from the six which undertook the repairing the fort) were to support him. Before accepting the great responsibility, Lieutenant Davenport proposed seventeen questions to the Court, which were duly answered. He was told that his garrison should consist of twenty men for eight months in the summer season, and ten men for the winter, commencing on the first of November; that, as no constant minister is to be expected, and the Lord having furnished him with able gifts, he is to take care of the garrison as his own family, only that one-half in turns can come up to town on the Lord's day, and he himself every other Sunday; that he should have one-third of the island for his own use, one-tenth for his gunner, and the remainder for the garrison; that he should send a boat to, and examine, every ship that approached the town; that he could cut wood from any of the islands not disposed of; and that all trading vessels should have leave to come and depart unmolested.

The repairing of the Castle seems to have been attended with great difficulty. The towns neighboring to Boston, notwithstanding their great desire that the fortifications should be rebuilt, were very remiss in furnishing their part of the labor and supplies, and were frequently compelled to do their duty by the constables on orders of the General Court. Boston was not quite so remiss as the other towns, as on the tenth of January, 1643–4, it agreed to provide all the timber and lay it in its form for the work on the top of the hill, in case the other towns would go on with their shares of the work; and at the same time it offered inducements for ten families to reside upon Castle Island. But notwithstanding all this, Boston was almost as negligent in its duties towards the Castle as were the other towns, and fines were exacted and impressments continually made for the furtheranee of the work. On the twenty-seventh of October, 1648, Lovell's Island was granted in perpetuity to the town of Charlestown, reserving a privilege for the garrison of the Castle to cut off one-half of the wood as should be needed for fuel and other economical purposes upon the Island.

Things seem, after this, to have gone on at the Castle after a fashion, for the General Court passed the following order on the seventh of May, 1651: "Forasmuch as this Courte conceives the old English colours now vsed by the Parliament of England to be a neeessary badge of distinetion betwext the English & other nations in all places of the world, till the State of England shall alter the same, which we much desire, we being of the same nation, hath therefore ordered, that the Capt. of the Castle shall p̄sently advanee the aforesaid colours of England vppon the Castle vppon all

necessary occasions." Even in this order the old enmity to the red cross shows itself, and a wish is expressed that the symbol may be changed; and probably it was hoped that the new state of things, which had arisen on the murder of King Charles, would bring it about. Undoubtedly Captain Davenport had great reluctance in seeing the cross in the old standard waving over his fort; for he, it will be remembered, was Endicott's tool in cutting the cross out of the colors, while he was an ensign at Salem, in 1634. Davenport perpetuated the remembrance of this affair in his family, by naming a daughter, born shortly after, Truecross Davenport. About this time the armament and military property of the fort consisted of six murtherers, two boats and a drum, and two muskets and a suitable number of pikes for each soldier. Occasionally committees were appointed to visit the Castle and make repairs; and on the thirtieth of August, 1653, the General Court, thinking it necessary that something must be done towards repairing the fortifications, passed an order that a small fort should be erected there, at a cost not exceeding three hundred pounds. In October, 1654, a committee reported that one of the boats had been lost and the drum spoiled, but not owing to the neglect of the captain. On the twenty-eighth of January, 1655–6, the town of Boston lent the captain of the Castle a great bell, probably the mate to the one lent to the undertakers of the conduit in Union street, the same having been given to the town by Captain Cromwell. This looks a little as though things were improving at the Castle; and the idea is confirmed by the record that another attempt to finish and equip the Castle was made the next May.

In November, 1659, an order was passed by the General Court to pay Captain Davenport £40 8*s.* 8*d.*, a bill of charge for repairing the new Castle. This may have had reference to the small fort erected under the order passed in August, 1653. Things went along at the Castle pretty much in this manner until the fifteenth of July, 1665, when Captain Davenport was killed by lightning, he at the time lying upon his bed in a room next to that which contained the powder. It appears he had become fatigued with labor, and had lain down to rest. Three or more people were injured at the time. The command of the Castle was given by the General Court to Captain Roger Clap on the tenth of August, 1665, who felt a great interest in it, and who strove by every effort in his power to have it put in good order. The Court provided for a constant garrison, which consisted of a captain, lieutenant, and other officers, with sixty-four able men completely armed, of which Boston was to furnish thirty, Charlestown twelve, Dorchester twelve, and Roxbury ten.

On the twenty-first of March, 1672–3, the Castle, being built chiefly of timber, took fire and was burnt; the powder, and a portion of the officers' and soldiers' property, alone were saved. The next day the magistrates of Boston and the neighboring towns issued orders for a contribution of fifteen hundred pounds to repair it as speedily as possible; and, on the seventh of May following, the General Court "hauing considered the awful hand of God in the destruction of the Castle by fjer, doe order and appoint, 1st. That there be a small regular peece erected where the old Castle stood (not exceeding sixty ffoote square within, or proportionable), for the defence of the battery & entertainment of

sueh garrison as may be meet. 2ly. That the charge hereof be defrayed by the late subscriptions & contributions to that end, & what shalbe wanting to their works be levyed by a publicke rate, wherein those who haue already eontributed shall be considered according to what is already declared. And for the management of this affajre, and to conclude the matter & forme of the sajd Castle, and bring the same to a compleat end as speedily as may be, the honoured Governor John Leueret, Esq., Captain Wm Dauis, Capt Roger Clap, Capt Thomas Savage, & Mr John Richards are appointed & impowred as a eommittee; and what shallbe concluded, from tjme to tjme, by any three of this committee the honoured Goũnor being one, it shallbe accounted a valid act to the ends aforesaid." So attentive were the committee, and so active and energetic were the workmen, that on the seventh of October, 1674, an opportunity oceurred for the passage of the following order by the General Court: "Itt is ordered, that the whole Court on the morrow morning goe to the Castle to vejw it, as it is now finisht, & see how the countrys money is layd out therevpon, & that on the eountrys charge: which was donn." Here we begin to notiee an unmistakable approaeh to the modern way of doing things. In May, 1678, an appropriation of £200 was made towards repairs to the Castle. In May, 1679, an inquiry having been made, it was reported that there were twenty-three mounted guns above on the Castle and seven below in the battery, and that there were wanting five small guns to cleare the curtains above. At that time the whole garrison eonsisted of the captain and gunner and four men, which, it would seem, was rather a seanty number to manage the guns.

In this condition the Castle remained until Captain Clap gave up the charge of it, in 1686, being unwilling to hold command under the usurper, Andros; and he was succeeded by Captain John Pipon, who in his turn was succeeded by Captain John Fairweather, on the nineteenth of April, 1689. After the second charter, known as the Province Charter, passed the seals in 1691, the Lieutenant-Governor (or Deputy-Governor, as he was sometimes called) had the command of the Castle. During Lieutenant-Governor Dummer's time of service he claimed three servants, which during most of the time he employed upon his farm at Newbury, and claimed pay for them as soldiers, and required also pay for their subsistence. This caused many disputes with the colonial legislature, in which he got the worst, as they were very sure to disallow all such charges made by him. Once a year the Court usually passed an appropriation for the pay of the Lieutenant-Governor, "in consideration of his readiness at all times to serve the Province." Probably the fortifications on Castle Island remained without much of any change until the year 1701, when the old works were demolished, and new ones erected in their place.

The new fort, constructed chiefly of brick, was built in a very substantial manner by Colonel William Wolfgang Romer, an engineer of much ability. He placed over its entrance a white slab twenty-five inches square, which bore the following inscription: —

ANNO DECIMO TERTIO REGNI WILHELMI
TERTII MAG : BRIT : FR : & HIB : REGIS
INVICTISSIMI HOC MUNIMENTUM
(:EX EJUS NOMINE WILHELMI CASTELLUM
NUNCUPATUM :) FUIT INCEPTUM.

ANNO SECUNDO REGNI ANNÆ
MAG : BRIT : FR : & HIB : REGINÆ
SERENISSIMÆ PERFECTUM ANNOQ;
DOMINI M DCC III.

a Tribuno Wolfgango Wilhelmo Romero Regiarum Majestatum in Septentrionali America Architecto Militari primario constructum.

This may be translated thus: "In the thirteenth year of the reign of William the Third, most invincible King of Great Britain, France and Ireland, this fortification (called Castle William, from his name) was undertaken; and was finished in the second year of the reign of the most serene Ann, Queen of Great Britain, France and Ireland, and in the year of our Lord 1703.

"Built by Colonel William Wolfgang Romer, chief military engineer to their royal majesties in North America."

A portion of this instructive stone is now in a good state of preservation (the right hand portion having many years ago disappeared). The words *Invictissimi*, *Wilhelmi Castellum*, *Serenisimæ*, *MDCCIII*, were gilded, and the others were painted white. As the thirteenth year of King William III. occupied a large portion of the year 1701, the rebuilding of the Castle must have been commenced during that year. It was constructed chiefly of bricks, cemented together with mortar made with lime obtained from burnt oyster shells. A small part of the old wall has been retained in constructing the rear portion of the present fortification, Fort Independence; but as it has been covered with large granite ashlers, the ancient relic is entirely hidden from sight.

The old Castle of 1701 was very much injured by the British troops, at the time they evacuated Boston, on the seventeenth of March, 1776. A very good drawing of it was made in 1757, by Governor Thomas Pownal; and it is quite probable that, during the seventy-five years of its standing under the British flag, it experienced no material change. During its provincial days, its history was merely a matter of detail, committees of the General Court being occasionally appointed to visit it, and to make repairs. On one occasion (in 1720) it was found necessary to do something for the security of the east and west heads of the island, and therefore a committee was appointed to visit the place, and they reported on the fifteenth of November of that year as follows: "We have reviewed the works and find them well finished, and find it absolutely necessary that the east and west heads be well secured by good substantial wharffs, and that there be new coverings for the guns at the lower battery to be ready for service." The report was accepted, and provision made to secure the heads in the best and most effective manner, either by wharves, or by driving in of spiles, to be filled up with stones or otherwise, and strong white oak carriages were ordered to be made for the guns. Early in the year 1735 there was a proposition to build a new battery at Castle William; and a committee appointed to visit the island reported on the thirtieth of June, 1736, that they found the works, as platforms, carriages, copings, and all the wood-work, well done, but the brick-work was not in good condition, as the mortar was soft, and, not sticking to the brick or stone, much of it came out. The new battery, then building, was one hundred and fifty feet distant from the old work, at the end of the

island, and was to be joined to the main fort by a platform and palisades. The Province Records abound in orders for the appointment of committees to visit the Castle; and on one occasion (in 1732) the governor, Jonathan Belcher, took several sachems of the Cagnawaga Indians and a number of gentlemen to see the Castle; and when the Lieutenant-Governor, Spencer Phipps, sent his bill for the entertainment provided for the company, and for several other committees, the Court refused payment of it, "for that it was not lodged within the time prescribed by law."

If Governor Pownal's picture of the Castle is correct, that which stood during the provincial years must have been quadrangular in form, although some old charts exhibit a pentagonal plan. The buildings had the appearance of having been two stories in height, with large windows. In connection with these was a large chimney, which was blown down on the twenty-third of October, 1761. A later view, which exhibits the star-spangled banner floating from the building, has a beacon-pole standing on the easterly part of the hill.

It has been mentioned that the British left the town on the seventeenth of March, 1776, and commenced their devastations upon the Castle at that time; but it does not appear that they accomplished their work and left the harbor for several days, as a diarist states that on the twenty-second of March, five days later, Castle William was burnt to ashes and destroyed. After this the provincial forces took possession of the fort, and repaired it as well as could be then done. Its name was changed to Fort Independence on the seventh of December, 1797, President John Adams being present on the occasion. By an act of the General Court of the

Commonwealth, passed on the fourteenth of March, 1785, the Castle was appointed a place of confinement for thieves and other convicts to hard labor, an act which became inoperative on the twenty-fifth of June, 1798, when the State ceded the jurisdiction of the island to the United States. By an act passed the first of November, 1785, all persons under sentence to hard labor were ordered to be removed there, and a provision was made in the act ceding the island to the United States, that this class of prisoners should be allowed to be kept there with a sufficient guard; and this condition of things remained until the State Prison in Charlestown was built, in 1805. Within a few years a very convenient and substantial stone fort has been erected on the site of old Castle William, which, with the aid of Fort Winthrop, is supposed to completely command the approach of the inner harbor by means of the main ship channel.

Previous to the war of the Revolution, there stood at the northwesterly part of Castle Island, near what was called the West Head, a block house, which was used by the officers of the garrison; and just south of it, at the extreme westerly part of the island, was the wharf, which was approached from Dorchester Point by small vessels. The Old Block House (so called to distinguish it from the one of more modern date), which had been the residence of former officers, and which in later times, on a peace establishment, had been used by the soldiers of the garrison, was situated on a point at the southern extremity. A battery of some considerable force, called Shirley's Battery, was located on the northeastern side, directly above East Head and its two small wharves, and fronted Point Shirley, commanding

Pulling Point Gut. The Castle, built between the years 1701 and 1703, called Castle William, stood on the top of the hill between East and West Heads, the site of the former fort, which had been called at the commencement of the provincial government, Fort William and Mary, in honor of the Prince of Orange and his royal spouse, and as nearly as possible where the present Fort Independence now stands good sentinel. The whole island may well be said to be situated on Dorchester or South Boston Flats, as at low tide the water is very shoal on all its sides except where it touches the main ship channel on the northeasterly side.

Castle Island has its reminiscences, some of which are not of a very pleasant character; for in its day it has been the Bladensburg of Boston, duels having been fought there. A memorial of one of these unfortunate occasions can now be seen standing on the glacis of the fort, a short distance north of the West Battery. A small monument of white marble bears inscriptions which tell their own story. The following is on the south panel:

Near this spot
on the 25th, Decr, 1817,
fell
Lieut. Robert F. Massie,
Aged 21 years.

On the west are the following lines: —

Here honour comes, a Pilgrim gray,
To deck the turf, that wraps his clay.

On the north panel: —

Beneath this stone
are deposited
the remains of
Lieut. Robert F. Massie,
of the
U. S. Regt. of Light Artillery.

On the west: —

The officers of the U. S.
Regiment of Lt. Art'y
erected this monument
as a testimony of their respect
& friendship for an
amiable man
&
Gallant Officer.

A memorial of older date, the most ancient now to be found upon the island, may be seen on the green, a short distance west of the west face of the fort. It is a slate headstone, and bears these words:

Here lyes the Body of
Mr Edward Pursley.
He departed this life
Aug. 31st 1767
Aged 60 years
and 4 months.

It is much to be regretted that no memorials can be found of the old commanders of the fort. Roger Clap, it is well known, was buried in the Chapel Burying Ground, but the last resting-places of the others are not known. One noted provincial captain, Lieutenant-Captain John Larrabe, of famous memory, died on the eleventh of February, 1762, aged seventy-six years.

Just west of the gravestone of Edward Pursley is a modern graveyard, quite small. This contains no inscription bearing date previous to the year 1850.

CHAPTER XXXIX.

THOMPSON'S, MOON, AND HALF-MOON ISLANDS.

Upper Middle Shoal ··· Main Ship Channel ··· Seven Feet Channel ··· President's Roads ··· Lower Middle ··· Thompson's Island ··· Buoys ··· Glades Channel ··· Dimensions and Position of Thompson's Island ··· Muscle Bank ··· Lyman's Grove ··· Fantastic Form of Thompson's Island ··· History of the Island ··· Appropriated for School Purposes ··· Claim of John Thompson, in 1648 ··· Standish's Visit in 1621 ··· Indian Claim, 1654 ··· Island settled by David Thompson in 1626 ··· Squantum ··· Boston Asylum and Farm School ··· Island annexed to Boston in 1834 ··· Moon Island ··· Mennens Moone ··· Form of Moon Island ··· Half-Moon Island.

Taking departure from Fort Independence, and proceeding in an easterly direction, leaving behind the Upper Middle Shoal, with the Main Ship Channel on its north side, and on its south what used to be a channel bearing the name of Seven Feet Channel, — for the tide that left the Upper Middle only three feet below the surface of the water also left this old channel seven feet deep, — the reader will come into President's Road (or Roads), which in the olden time was called the King's Road, exactly north of which is the Lower Middle, a gravelly, rocky shoal, which is sometimes exposed to view. Having advanced about three-quarters of a mile, and then turning to the southwest and pursuing a course for about a mile and a half, he will arrive at the wharf situated on the northwest part of Thompson's Island.

On coming down the harbor thus far, several buoys have been noticed floating in the stream. It will be

well to remember, that of these, the Red Buoy No. 6, and the beacon just north of it, are near the most shoal part of the remnants of the ancient Bird Island, between which and the Black Buoy No. 1 (at the northerly point of the flats of Governor's Island) lies Glades Channel; Black Buoy No. 9, which is passed at the right, bounds the Upper Middle; while the Red Buoy No. 12, at the left, warns from the flats of Governor's Island, as do Nos. 10 and 8 (both red), also on the left, from the Lower Middle; and Black Buoy No. 7 is the turning point for Thompson's Island wharf.

Thompson's Island is about one mile in length from northeast to southwest, and about one-third of a mile in width, and contains about one hundred and forty acres of land, suitable for agricultural purposes. It is not far from half a mile north of Squantum, a well-known promontory of North Quincy, which is about seven miles from Boston by the usually travelled road; but by water it is about three miles from Long wharf. Northwest of the island is a large shoal, called Muscle Bank, which separates it from South Boston Point, and also from Castle Island, a little over a mile at its north; Spectacle Island lies northeast, Long Island east, Moon Island southeast, Squantum south, and Savin Hill, in Dorchester, a mile and a half due west of it. The surface is gently rising, forming two eminences, which, in reference to their position, are called East and West Heads; and between these, on the southeasterly side, is a cove, and on the southwesterly a salt-water pond of several acres, into and from which once flowed a creek, that in ancient times was dignified by the name of river. Thompson's Island Bar, which projects at the southern extreme of the island about a quarter of a mile towards

Squantum, has been long a noted locality, furnishing delicious clams, which our fathers used to cook beneath an old sycamore tree, which has shared the fate of its kindred. Not far from this bar, and upon the West Head, is a grove of trees, planted about thirty years ago by the late Hon. Theodore Lyman, and upon this island are many flourishing fruit trees, which bear an abundance of choice pears and other fruit.

The form of this island, as shown on the charts of the harbor, is very much like that of a young unfledged chicken looking towards the east, the northeasterly part (or East Head) representing the head and bill of the bird, and the bar, which extends from the southerly part towards Squantum, the legs and feet. The portion of the island where the wharf is situated forms the back. By keeping this fanciful form in mind, the figure of the island will be remembered. It should not be forgotten by those who visit this pleasant spot, that the deep water is on its north and westerly sides, while very shoal flats lie to its east and south.

The first mention of this island is found in the Colonial Records of Massachusetts, under date of the fourth of March, 1634–5, in the following words: "Tompson's Iland is graunted to the inhabitants of Dorchest^{r} to enioy to them, their heires & successors, wch shall inhabite there, foreuer, payeing the yearely rent of xij*d* to the tresurer for the time being." In consequence of this grant by the General Court of the colony, the town of Dorchester voted, on the twentieth of May, 1639, that a rent of twenty pounds a year should be charged for the island, to be paid by the tenants toward the maintenance of a school in Dorchester; this rent of twenty pounds "to bee pajd to such a schoole-

master as shall vndertake to teach English, Latine, and other tongues, and also writing." The schoolmaster was to be chosen from time to time by the freemen, but it was left to the discretion of the Elders and the Seven-men for the time being to decide "whether maydes shalbe taught wth the boyes or not." So it seems that the good people of Dorchester early provided for schools where the really solid branches should be taught, and also had an eye to the propriety of "mixed schools," as they are termed nowadays. It appears that Rev. Mr. Thomas Waterhouse had the honor of being the first person to enjoy this bountiful provision of the town, and even he had liberty to teach the writing as he could conveniently. The difficulty of collecting rent, however, induced the town, on the seventh of February, 1641–2, to provide that there should be but ten tenants upon the island at any one time. These halcyon days, however, did not last forever, for a Mr. John Thomson, son and heir of the David Thomson from whom the island derived its name, made claim to it in 1648, and the town lost it, as will be seen from the following extract from the Colony Records, under date of the tenth of May, 1648: "Forasmuch as it appeares to this Corte, upon the petition of Mr John Thomson, sonn & heire of David Thomson, deceased, that the said David, in or about the yeare 1626, did take actuall possession of an iland in the Massachusetts Bay, called Thomson's Iland, & then being vacuum domicilium, & before the patent granted to us of the Massachusets Bay, & did erect there the forme of an habitation, & dying soone after, leaving the petiõ an infant, who so soone as he came to age, did make his claime formerly, & now againe, by his said petition, this Corte, consid^{r}ing the

premises, & not willing to deprive any of their lawfull right & possession, or to prmit any ꝑiudice to come to the petitiõ in the time of his non age, do hereby graunt the said iland, called Thomson's Iland, to the said John Thomson & his heires forever, to belong to this jurisdiction, & to ḅe und^{r} the gov^{r}nment & lawes thereof." The General Court, however, did not take this island from the jurisdiction of Dorchester, but allowed it to remain under it, where it had been since 1634, together with the neighboring island called Moon Island. The Dorchester people bore the loss of their island with Christian fortitude, and in October, 1648, petitioned for another island instead of it; whereupon the Court expressed a willingness to answer their petition "when the towne ꝑsents that wch is fit to be given." The town, not satisfied with the result of the petition, tried again to get the island restored by law, but failed in the attempt.

When Mr. John Thomson made his defence against the renewed claim of Dorchester to the island, in 1650, he brought in evidence certain affidavits of William Trevore, William Blaxton, Miles Standish, and the Sagamore of Agawam, all eminent persons in their way. These documents, copies of which are preserved, make it appear that early after the settlement of Plymouth, Captain Standish and others, among whom was William Trevore, a sailor, who came over in the May Flower, in 1620, visited Boston harbor in September, 1621, and at that time Trevore took possession of the island, under the name of Island of Trevor, for Mr. David Thomson, then of London; that Mr. Thomson obtained a grant of the land by patent before the arrival of the Massachusetts Company; that Mr. Blaxton, who is well

known as the reputed first European resident upon the peninsular part of Boston, knew Mr. David Thomson personally, and was acquainted with the location of the island and its use; that it had what was called a harbor, and that hogs were pastured upon it; that there was at the time of the visit no evidence that Indians had ever dwelt upon it or cultivated its soil; and that it had never been claimed by any Indian except by an old Dorchester Indian about the year 1648. The river is also alluded to by the Sagamore. Either the Sagamore was very uncertain, or his memory treacherous, or else he deposed to what he had not read; for certainly his testimony is in some respects very far from the truth. But he gives the reason why Mr. Thomson liked the island, — because of the small river; and it may be inferred that the true reason is given by Trevore and the Indian why Mr. Thomson so early left Piscataqua and stopped a while upon this island in the harbor, — because he liked it, and had a grant of it. On the eighteenth of October, 1659, the inhabitants petitioned for a grant of a thousand acres in lieu of the island; and on the twelfth of November following, the Court grants their request, the said land to be laid out where they can find it, they improving it for the benefit of their free school. The land finally obtained by Dorchester was part of the present township of Lunenburg.

Although Mr. John Thomson got possession of his island from the Dorchester people, another claimant, in the shape of an Indian, named Winnuequassam, laid claim to it in November, 1654, and had liberty of trial granted him; but he failed in proving his right, and the estate in the island remained to Mr. Thomson and his heirs.

Mr. Thomson probably settled upon the island during the year 1626, for Gov. Bradford, in his history of Plymouth Plantation, under date of 1626, speaks of "Mr. David Thomson who lived at Piseataqua," and the Colonial Records of Massachusetts mention him as a resident of the island the same year. He had been sent out by Sir Fernando Gorges in 1623, and first set down at Piseataqua; but being discontented, it is presumed that he removed to Boston harbor about the time above alluded to. He is supposed to have died on this island some time during the year 1628, leaving an only son John, an infant, who inherited his estate, which also included the neck of land pertaining to Quincy, now called Squantum, — perhaps from Squanto (or Tisquantum), who was one of the party with Captain Standish who visited the island in September, 1621, — a place much noted during the early part of the present century for the Squantum Feasts held there, not only by the fast young men of the time, but also by the staid and respectable old gentlemen of Boston and the neighboring towns. Until the second of May, 1855, Squantum, though south of the Neponset River, was part of the town of Dorchester; but, at the above-mentioned date, it was set off from Dorchester, and annexed to Quincy. At extreme low tides, the water is so shallow between Squantum and Thompson's Island Bar that a person may cross from the main land at the Squaw Rock (formerly called Chapel Rock) to the island.

This island has always been private property since the time of the Thomsons, and used for purposes connected with agriculture. In 1834, it was purchased for $6,000, by the proprietors of the Boston Farm School, an institution incorporated on the nineteenth of Novem-

ber, 1833. This society immediately erected a substantial building, 105 by 36 feet, with a central front projection of 39 by 25 feet, under the immediate supervision of the late John D. Williams, Esq., of this city, who felt a great interest in the charitable undertaking. On the fifth of March, 1835, this institution was united with the Boston Asylum for Indigent Boys, which had been incorporated on the twenty-fourth of February, 1814, the united institutions taking the name of the Boston Asylum and Farm School for Indigent Boys. The island having become appropriated for uses connected with the city of Boston, an act of the legislature was passed on the twenty-fifth of March, 1834, setting it off from Dorchester, with which it had been connected two hundred years, and annexing it to Boston so long as it should be used for the purposes of a farm school or other charitable purposes; and a provision was made in the same act that nothing in it should destroy or affect any lawful right that the inhabitants of Dorchester might have of digging and taking clams on the banks of said island, evidently showing that its flats had not lost their value in respect to the famous New England shell-fish.

Moon Island, or Mennen's Moon, as it was called in ancient times, together with Squantum, was placed under the jurisdiction of Dorchester by the expressive order passed at the General Court of Elections held the second of June, 1641: "Squantum's Neck & Mennens Moone are layd to Dorchester." The Moon Island, or Moon Head, as it is sometimes designated, contains about twenty acres of land, and has been used from time immemorial for pasturage; it is connected at very low water with Squantum by two bars. The associations connected with this island are such as have been men-

tioned when speaking of some of the other islands, namely, as furnishing to excursion and pleasure parties comfortable places for cooking.

Moon Island is one of the most marked objects in the southerly part of the harbor, on account of the high bluff which it presents on its northerly side. In form on the charts, it looks very much like a leg of venison with its shank pointing westerly as a bar towards Squantum. Its proper approach is on its southerly shore.

About two miles south of Moon Island is Half-Moon Island, lying in the flats a short distance from the northerly shore of Quincy. It resembles in form half of a ring, the convex part north; hence the derivation of its name from the moon, as presented to view in its first or last quarter.

CHAPTER XL.

THE BACK WAY AND SPECTACLE ISLAND.

Form and Position of Spectacle Island ··· Sculpin Ledge ··· The Back Way, or Western Passage ··· Size of the Island ··· First mentioned in 1635 ··· Granted to Boston for the Benefit of the Free School ··· Formerly covered with Wood ··· Laid out for the Planters in 1649 ··· Relinquished to the Planters in 1667 ··· Purchased by Thomas Bill ··· Sold to Samuel Bill in 1681 ··· Indian Claim and Release in 1684 ··· In Possession of Samuel Bill, Jr. ··· Sold to Richard Bill in 1730 ··· First Quarantine Establishment in Boston Harbor ··· First Attempt at Squantum Neck ··· Deer Island offered by the Town ··· Part of Spectacle Island purchased, 1717 ··· Quarantine Act in 1710 ··· Rainsford Island purchased by the Proviuce in 1736, and Quarantine on Spectacle Island given up in 1739 ··· Island sold to Edward Bromfield in 1742 ··· Condition of the Island in 1742 ··· Use of the Island in late Years.

Returning from Thompson's Island about a mile in a northeasterly direction towards President Roads, and passing one half a mile in an easterly course, the reader will come to a peculiarly shaped island, called Spectacle Island, from its remarkable resemblance to a pair of spectacles, it being formed of two peninsular portions connected together by a short bar, which is covered with water at high tides. It lies between Thompson's Island west, and Long Island east, being distant about three-quarters of a mile from the former, and about one mile from the latter. Between it and the southeasterly point of Long Island lies Sculpin Ledge, the easterly part of which has a Red Buoy, No. 2, to warn the boatman of its dangerous hidden rocks. Between this island and ledge on the northeast, and Thompson's and Moon

Islands on the southwest, is the Back Way, or Western Passage, through which the course from Boston is south-southeast. The bluff on the northerly part of Spectacle Island, and the high land upon its southerly portion, are designated generally as its North and South Heads. Each of these parts can be approached on their westerly side, where small wharves have been built by the owners of the island for their own use, and for the accommodation of the numerous visitors to its hospitable shores. By the old deeds of conveyance and by estimation, it is supposed to contain about sixty acres of land, equally divided into two parts for the two peninsulas.

The first mention of this noted location in the records is on the fourth of March, 1634–5, when, together with Deer Island, Hog Island, and Long Island, it was granted to the town of Boston, for the yearly rent of four shillings for the four islands, which may be called one shilling a piece for each of them. Very soon after it came into the possession of the town, it was allotted to the different inhabitants, who paid a small annual rent, to inure to the benefit of the free school. At this time the island was well covered with wood; for Governor Winthrop relates, that on the thirteenth of January, 1637–8, about thirty persons of Boston went out on a fair day to Spectacle Island to cut wood, the town being in great want thereof. The next night the wind rose very high at the northeast, with snow, and afterwards at the northwest for two days, and it was so cold that the harbor was frozen over, except a small channel. These thirty adventurers met with hard luck, for of their number, twelve could get no farther home than the Governor's Island, seven were carried in the ice in a small skiff, through Broad Sound to the Brewsters, where

they had to stay two days without food and fire, and get home by the way of Pulling Point, and many of the others, after detention, had their limbs frozen, and one of them died.

In 1649, the town began to take measures for granting the land at the island to planters for perpetuity, reserving the exaction of a small annual rent of about sixpence an acre for the benefit of the free school; and on the nineteenth of April of that year, ten persons "bind themselves and their successors to pay sixpence an acre p yeare for their land at Spectacle Island, forever to ye use of the schole, y^{t} soe it maye be proprietye to them for euer, and they are to bring in their pay to the townes treasurer the first day of February for eũ or else there land is forfeit into the townes dispossing." These persons did not pay their rent as promptly as they should, and some of them conveyed their rights to others, insomuch that there were large arrearages due; therefore an order was passed in town meeting, in 1655, of a compulsory character, and the treasurer was authorized to levy and collect by help of the constable. It was not, however, until the eleventh of March, 1666–7, that the town relinquished all its right in the island to the planters. This it did at that time, and made void the agreement about the annual rent of sixpence an acre for the benefit of the school, on condition that the back rent should be paid up in full to that date. This was undoubtedly done; for just previous to this last date, Mr. Thomas Bill, a lighterman, began to purchase up the rights of the several owners; and when he had nearly acquired the whole island he sold his thirty-five acres of it, on the twenty-fifth of January, 1680–1, to his son Samuel Bill, a butcher, who had previously purchased

five acres of Mr. John Salter (part of his inheritance from his father William, a mariner), and also other parts of several persons. Thus Mr. Samuel Bill became, as he thought, owner of the whole island. But here, as in other like cases, a pretended prior Indian claim turned up, and had to be quieted. It appears that the new claimant was Josiah, the son and heir of Josiah, otherwise called Wampatuck, late sachem of the Massachusetts country. This distinguished individual says, in the language of the deed of release, where he uses the first person I, "for divers good causes and considerations me thereunto moving, & in particular for and in consideration of money to me in hand paid, before the ensealing of this deed, by Samuel Bill, of Boston, butcher, have with ye knowledge and consent of my wise men and councillors, William Ahaton, Senr William Ahaton, Junr & Robert Momentaug, given, granted, sold, enfeoffed and confirmed, and by these presents do fully, freely and absolutely give, grant, sell, enfeoffe, convey and confirme unto the s^d^ Samuel Bill his heires & assignes for ever one certain Island scituate in the Massachusetts Bay, commonly known and called by the name of Spectacle Island, in the present possession of the same Bill, with all rights, privileges and appurtenances thereunto in any wise appertaining & belonging." The Indian covenants, in the deed, "that (according to Indian right & title) he is the sole owner and proprietor of the s^d^ island," and therefore, with his three councillors, executes the same on the thirtieth of April, 1684. What the valuable consideration consisted of does not appear; but it is known that, after the purchase of other claims by Mr. Bill, he remained in full possession of it until his decease, on the

eighteenth of August, 1705, when it fell to his widow Elizabeth, by a provision of his will, which provided that she should enjoy its benefits during her widowhood, and at her decease it should go to his son Samuel. Mr. Bill also provided that, in case of the marriage of his widow, she should retain only her thirds in the real estate left by him. Mrs. Bill chose the latter alternative, and on the twenty-second of March, 1705-6, married Mr. Eleazer Phillips of Charlestown. In consequence of this marriage, the estate of Mr. Bill was amicably divided, and two-thirds of Spectacle Island, as well as two-thirds of the seventy-six sheep and two cows, and the whole of two negro men, a boat, one old mare, and the family hog, together with sundry tools, were apportioned to Mr. Samuel Bill, the heir apparent, the whole value of his portion amounting to £444 18*s.* 8*d.* In the course of events, Mr. Phillips and his wife died, and the title became vested in Mr. Samuel Bill, in accordance with the will of his father. This Mr. Bill was denominated, in the old records, a victualler, and resident of the town of Boston, as his father and grandfather were before him. From this time the island remained in the possession of Mr. Bill (with the exception which will be mentioned hereafter) until he sold it, on the eighteenth of March, 1729–30, to his brother Richard.

Early in the last century, our wise and considerate rulers began to think earnestly of establishing a quarantine in Boston harbor; and for that purpose the General Court of the province, on the eleventh of June, 1716, appointed a committee "to investigate a suitable place for the erecting a hospital for infectious persons, with minutes for an Act for that purpose." The com-

mittee attended to the duty assigned them, and on the twentieth of the ensuing November reported on the subject, recommending, among other things, that an acre of land, with the neeessary privileges, should be purchased at Squantum Neck. This part of the report was aecepted, and an appropriation was made of one hundred and fifty pounds for the object, and for the erection of the necessary buildings, Samuel Thaxter and William Payne, Esquires, being the eommittee to earry the order into effect. But on the eleventh of April, 1717, one hundred and five inhabitants of Dorchester, fearing the effects of having a pest-house so near them, remonstrated against the same; and another eommittee, with the same powers and instructions, and eonsisting of Adam Winthrop, William Payne, Samuel Thaxter, and Jonathan Dowse, Esquires, was appointed, and directed to use all convenient speed in selecting another place for the objeet. It was undoubtedly in eonsequence of this remonstranee, that, on the fifteenth of the following May, the philanthropic townsmen of Boston passed the following vote: "That the Selectmen be impowered to Lease out a piece of Land on Dere Island not Exeeeding one acre, for a Term not Exeeeding ninety-nine years, to be improved for the Erecting an Hospital or Pest House there for the reception & entertainm^{t} of sick persons eoming from beyond the Sea and in order to prevent the spreading of Infection." It does not appear that Deer Island was taken at that time for the purpose; but it is certain, that on the thirtieth of July of the same year (1717), Samuel Bill and his wife Sarah, for £100 in bills of credit, did convey to the treasurer of the province, Jeremiah Allen, Esq., a portion of land, "being part of the southerly end of Spectacle Island,

so called, and is bounded northerly by said Bills land, ten feet to the northward of the cellar wall lately built there, to erect a house on for the Province to entertain the sick, and is on the cleft or brow of the southerly head or highland of s^{d} island forty-four feet wide, and from thence to run on a line about south-southwest ninety feet, where it is also forty-four feet wide, and thence to continue the line on the easterly side streight down to the sea, and from s^{d} ninety feet on the westerly side to widen gradually on a streight line to the sea or salt water, where it is to be sixty feet wide, together with the liberty of landing on the southerly beach point, and thence to pass and repass to and from the said granted land."

The foregoing acts of the Provincial Legislature, Town Meeting of Boston, and Committee of the General Court, were the first steps towards the establishment of the Boston Quarantine, which was so ably sustained by subsequent acts of the General Court. It is true that in the year 1701 an act was passed requiring selectmen to provide for persons sick with infectious diseases, and also impowering justices to prevent persons coming on shore from any vessels visited with sickness, as may be seen by examining the act itself, being the nineteenth chapter passed in the thirteenth year of William the Third, 1701. To this an addition was passed on the fourteenth of February, 1717–18, which was the act required by the committee already mentioned above, and which is known as the fourth chapter of the fourth year of George the First. After stating that a convenient house had been provided by the province on Spectacle Island for the reception of such as shall be visited with contagious sickness, in order to keep them from

infecting others, the act provided that the keeper of the light-house and the commanding officer of Castle William should notify all vessels coming near them, wherein any infectious disease is or has been, to come to anchor near the house, or hospital, at Spectacle Island, and that all infectious goods should be put into the hospital. All the repairs to the establishment, and whatever should be necessary for the accommodation of the persons detained, were to be provided for by the selectmen of Boston, at the immediate expense of the province. Notwithstanding what has been expressed in the act alluded to, it appears that matters must have gone on slowly at the island, as an order was passed by the General Court on the tenth of December, 1720, "that the selectmen of the town of Boston be desired to take care for the finishing of the Public Hospital on Spectacle Island, so as to make it warm and comfortable for the entertainment of the sick." From this time things went on well at the hospital; repairs, when needed, were made, and everything required for comfort was provided by the town, and paid for by the province. In January, 1735–6, a committee was appointed, and further impowered on the twenty-fourth of March following, for agreeing with the owners of any convenient place as they may think suitable for removing the hospital to, in the harbor of Boston. This committee, after being reminded of their duty on the twenty-fifth of November, reported on the second of December, 1736, that they had performed their duty, and recommended, "that the sum of five hundred and seventy pounds be granted and paid out of the public treasury to the Honorable John Jeffries, Esq., and the other selectmen of Boston, by them to be disposed of for the consideration purchase of a certain

island in the harbor of Boston, called Ransford's Island, lying between Long Island and the main land near the town of Hull, to be improved as a Hospital for the Province." At the same time Mr. Treasurer Foye was authorized to execute and pass a deed of sale to Richard Bill, Esq., of Boston, of all the right, title, and estate of the province in that part of Spectacle Island, with the buildings and appurtenances, where the hospital then was, on the receipt of the sum of one hundred and thirty pounds. On the thirteenth of December, 1737, the committee reported that they had built a hospital upon Rainsford Island; therefore, that upon Spectacle Island became of no use to the province, and was accordingly sold to Richard Bill, of Boston, and conveyed to him by deed dated seventeenth February, 1738–39.

By the above mentioned conveyance, Mr. Bill came in full and absolute possession of the whole island, he having acquired the title of the remaining portion some time previous, as already stated, from his brother Samuel. On the second of February, 1741–2, he sold his whole interest in it to Edward Bromfield, Esq., a gentleman of note at that time; and since then Spectacle Island has not been improved for public use, but, with the exception to be mentioned, has reverted to the ordinary purposes of agriculture and pasturage, and occasionally for the convenience and entertainment of persons on pleasure excursions down the harbor.

When Mr. Bromfield purchased the island, there was upon its northern portion a house and barn and other accommodations. The house has recently been fixed up after a fashion, and put to a new business, unknown, until quite recently, to our community. A vessel styled after the proprietor, the Nahum Ward, plies frequently

between the island and one of the South Boston wharves, laden with a most remarkable cargo, which, when passed through certain processes of manufacture, yields a valuable return to an enterprising firm, although the island, in consequence of the manufactory, has ceased to be so much a place of resort as formerly. Although good Mr. Bromfield, when he got the island and assumed the mortgages upon it, may have supposed he bought a "dead horse," which would be of very little use to him, yet undoubtedly the present occupant thinks dead horses very valuable property, when put to legitimate uses in the way of trade.

The next island in course is Long Island, a description of which should be attempted in the next chapter; but, for the purpose of keeping connected the subject of quarantine, the writer proposes to say a few words about Rainsford Island, which is easily reached from Spectacle by moving along a short distance through the western way. This passage, which can only be used by large vessels at high tide, branches off from the Main Ship Channel at Castle Island wharf, and runs in a south-southeast direction till it passes the southerly extremity of Long Island; then in a direction northeast by east between Long and Rainsford Islands, nearly to Gallop's Island; then southeasterly by the southerly side of George's Island; and then east-northeast to Boston Light House, at the mouth of the harbor.

CHAPTER XLI.

RAINSFORD ISLAND AND THE OLD QUARANTINE.

Old Quarantine Ground at Rainsford Island · · · Wilson's, or Lark Rock · · · Quarantine Rocks, Sunken Ledge, and Hangman's Island · · · Form and Dimensions of Rainsford Island · · · Its Topography · · · Early History of the Island · · · Formerly under the Jurisdiction of Hull · · · Owned by Edward Raynsford · · · Sold to the Loriugs of Hull in 1692 · · · Quarantine in 1736 · · · Rainsford Island selected and purchased in 1736 · · First Hospital erected in 1737 · · · Removal of Quarantine in 1852 · · · Gallop's Island fitted for Quarantine Purposes in 1866 · · · Location of Hospitals · · · Rainsford Island as a Place of Resort · · · Traditions · · · Old Burying-Ground · · · The State Institutions on the Island abandoned.

STARTING from the northerly wharf of Spectacle Island, which, it will be remembered, projects westerly from the north peninsula, and pursuing for about a mile and a quarter a southeasterly course through the Western Passage, which bears various names, such as the Back Way and Western Channel, the reader will come to the southwest point of Long Island, south of which is situated the Old Quarantine Ground, and little over a mile distant is Rainsford Island, which has also borne the names of Hospital Island and Quarantine Island. From this point he can proceed to Rainsford Island at any tide, by taking a northeasterly course through the Back Way between it and Long Island, and then a circuitous course around its northeastern head, by the way of Wilson's or the Lark Rock, until he finds its wharf on its southerly side. At high tide, when the large shoal is covered with a sufficient depth of water, the wharf can

be reached by a shorter cut, directly from the southwest, without passing between it and Long Island; but this way is somewhat dangerous to inexperienced persons, on account of the Quarantine Rocks, Sunken Ledge, and Hangman's Island, lying in the extensive shoals just south of the Old Quarantine Ground; yet this last is, to those acquainted with the dangers, and well skilled in the way of avoiding them, the favorite approach to the island. Still another mode of approaching the island is through Broad Sound Channel by a very roundabout way.

Rainsford Island is about half a mile in length from east to west, and very narrow for its length. Its form is quite fantastical, and may be likened to a mink, without much stretch of the imagination, if the Point is taken for the head, and West Head and the numerous projections on its southern side for the legs. By the way of the channel it is seven and a quarter miles from the city, but the shorter passage measures a little less, perhaps shortening the distance three quarters of a mile. In a direct line from the end of Long wharf, southeasterly, it is distant five miles and three quarters, while it may be reached on the ice, in cold winters, from South Boston Point, by a walk of four miles. It is supposed, by estimation, to contain eleven acres of ground. Its North Bluff, so called, where is situated the chief part of the land which in any degree is supplied with available soil, is quite elevated, being about thirty-five feet above the mark of high water. At the western extremity is a prominent point of land called Small Pox Point, east of which, and projecting southerly, is a bold prominence, which consists of a ledge of slate stone, and has from very early times been known as West Head. These

heads are connected with a narrow strip of beach, less than fifty yards in length, which in former times was frequently overflowed at high tides, but which is now in a measure protected from the influence of storms and surges by a sea-wall, which has been erected for the purpose at a great expense.

The early history of this island is not so definite as is desired. From what has been said in previous chapters, it is known that in the early days of the colony (about 1635), the General Court granted, as occasions demanded, the islands of Boston harbor to different towns, and also to individuals. Deer Island, Long Island, Hog Island, and Spectacle Island were granted to Boston, Noddle's Island to Samuel Maverick, Governor's Island to John Winthrop, Thompson's Island to Dorchester by mistake, and then confirmed to David Thompson, the true claimant, and other islands to other proprietors, as will be seen hereafter. In some way Rainsford Island came under the jurisdiction of the town of Nantasket, which, on the twenty-ninth of May, 1644, was named Hull, by the following order: "It is ordered, that Nantascot shall be called Hull." In all probability the grant was included in the following court order, passed on the second of June, 1641: "It is further ordered, that the iland called Pedocks Iland, & the other ilands there not otherwise disposed of, shall belong to Nantaskot, to bee to the use of the inhabitants & fishermen, so soone as they shall come to inhabite there." Be this as it may, it is certain that Elder Edward Raynsford was very early in the old colony days the undisputed proprietor of the island; and, for want of better evidence, it is believed that he had it of the town of Hull, and perhaps in accordance with the request of Mr. Owen

Rowe, a wealthy tradesman of London, and a member of the Massachusetts Company, who, on the eighteenth of February, 1635–6, wrote to Governor Winthrop, requesting that "Mr. Ransford may be accommodated with lands for a farme to keepe my cattele, that so my stocke may be preserved." The chief use of the islands was for the pasturage of cattle; and, as Elder Raynsford had charge of those sent over by Mr. Rowe, it is not improbable that he obtained a grant of the island for the purpose.

The good old Elder lived to a respectable old age, having acquired a competent estate, with many children and grandchildren to share it; and after serving his day and generation, as some of the old chroniclers say, he died on the sixteenth of August, 1680, at the age of seventy-one years, leaving his estate to his widow and children, to be improved by the widow during her life, and to go to the children at her decease. She, good woman, survived her husband eight years and then died; for the gravestone in King's Chapel Burying-Ground tells us, that Mrs. Elizabeth Raynsford died on the sixteenth of November, 1688, aged eighty-one years. At her decease the property of the Elder was divided, and Rainsford Island, which at his death was valued at only £10, was assigned, together with other property, to the children of Captain William Greenough, of Boston, a noted shipwright, whose second wife Elizabeth, then deceased, was daughter of the Elder. Although these children, Newman and Edward Greenough, were living, Captain Greenough, their father, on the thirteenth of January, 1691–2, conveyed the estate in the island to "John Loring and Benjamin Loring, of Hull alias Nantasket, yeo-

men," for the sum of twenty-two pounds current money of New England. The description in the deed styles it, "a certain island commonly called or knowne by the name of Raynsford's Island, seittuate, lying and being between Pettock's Island and Long Island in the Massachusetts Bay aforesaid, consisting of two hills of land parted with a beach between each other, which beach is sometimes overflowed at high water, being butted and bounded southerly by Pettocks Island aforesaid, northerly by said Long Island, easterly by the town of Hull afores'd, and westerly by a neck of land called Mannings Moone Neek," together with all "the beach, fflatts, stones, profits, privileges, timber trees, rights, comodities, heriditaments, emoluments, and appurtenanees." Possession was given on the twenty-seeond of January of the same year. From the partieularity of the deed, it may be inferred that the slate stone at the West Head may have been put to some kind of use, as well as the timber trees and grass. From this time, for the spaee of forty-five years, the island remained in the possession of these Lorings and their heirs, until it was eonveyed to the provinee, as will be seen hereafter.

In the preeeding ehapter the ineipient stages of the quarantine establishment at Boston were briefly sketehed, Speetaele Island affording a position for the eommeneement of the undertaking. After nearly twenty years' use of this loeality, there was a feeling in the eommunity that the right plaee had not been seleeted; Speetacle Island was too near the town, and was among other oecupied islands; it had no good road near it for the anchorage of detained vessels, and was also suitable for pasturage, eontaining as it did about sixty

aeres of good grass land. Therefore, on the twenty-seeond of January, 1735–6, a committee was appointed, who reported, on the seeond of December, 1736, as was before stated in the last chapter, for selling the land on Spectaele Island, and for purehasing Rainsford Island; and £570 were appropriated for the purpose. In accordanee with the directions of the General Court of the provinee, the island was purehased, and a deed was passed on the seventh of December following, signed by John Loring and wife Elizabeth, Samuel Loring and wife Jane, Caleb Loring and wife Rebeeca, Benjamin Loring and wife Elizabeth, John Loring, Jr., and wife Elizabeth, and David Loring and wife Hannah, all of Hull, conveying the same for the sum above mentioned, and with the same description as in the deed from Greenough to Lorings before given, with the following, "to be used and improved for a hospital for the said Provinee."

On the fourth of February, 1736–7, it was voted by the House of Representatives, and concurred in by the Council, "that Mr. Speaker and Mr. Cooke, with such as shall be joined by the honorable Board, be a committee to build a suitable and convenient House on Rainsford Island, lying between Long Island and the Main Land near the town of Hull, to be used and improved as a publick hospital for the reception and accomodation of such siek and infectious persons as shall be sent there by order." Governor Jonathan Belcher assented to the vote, and Hon. William Dudley, and Hon. Samuel Welles, councillors, were joined to the committee on the part of the council. The committee seem to have taken the matter in hand at once, for we find on the thirteenth of December, 1737, they made a report, a minute of

which was recorded, and an order passed in the following words: —

"A Report of a Committee of this Court lately appointed for building an Hospital on Ransford-Island, showing they have built an House there of four Rooms on a Floor, four upright Chambers and convenient Garrets, and Cellars well-finished and a Well, and suitable Conveniences for the Reception of the Sick, as Occasion may be, dated, Boston, tenth of October, 1737, and signed William Dudley, in the Name and by the order of the Committee, was laid on the Table, Read and Ordered, That the present Select Men of the Town of Boston be and hereby are fully authorized and appointed a committee to treat with some suitable Person to keep the Hospital lately built by order of this Court at Ransford-Island for the reception of sick and infectious Persons, and that the said Person be desired and impowered to take all proper Care of such Persons as may be sent to the said Hospital, for twelve months next, and that the Committee agree with the Person for taking care of the sick, &c., for his Time and Service herein for the year; and that they render an Account of the Issues and Profits which may arise by the Produce on the Island the next season, to this Court in the Fall Session of the next year."

The members from the town of Boston were impowered on the nineteenth of December, 1737, to prepare a bill for regulating the public hospital on Rainsford Island, which they presented on the twenty-first of the same month, being an act in addition to the one passed in 1701. This seems to have met with some opposition, as it was not finally passed until the twenty-first of June, 1738. Since then various acts have been passed

by the Provincial and State Legislatures on the subject of quarantine; so that Massachusetts may be now regarded as having the best laws on the subject, as well as the best regulated establishment, in this country. Until the year 1852, when the State adopted a system of State Almshouses, Rainsford Island was used as a quarantine establishment; since then the city of Boston has been obliged to change its quarantine ground, and the new roads for this purpose are situated near Deer Island, the present residence of the Port Physician, the position having been selected at the time of the severe raging of the ship fever, in the summer of 1847.

The present quarantine ground is, as has before been stated, near Deer Island. In view of the possibility of the occurrence of malignant cholera, the city, in the spring of 1866, purchased the buildings erected on Gallop's Island, the United States government no longer requiring them for military purposes, and passed an ordinance on the first day of June, 1866, extending the quarantine grounds so as to include Gallop's Island.

In the olden time the pest house was situated on North Bluff, and more recently the Small-Pox Hospital was built upon West Head. Under the new regime on the island new buildings have been erected, and the old ones repaired and applied to new purposes, agreeably to the requirements of the present institution. Perhaps it will be well, as a matter of record, to mention in this connection the present positions of the buildings upon the island. On the Great Head, upon the easterly part of the North Bluff, as it is called, is situated an airy looking house, which in recent years has been occupied by the superintendent of the institution. West of this are two buildings, the most southerly of which was built

in the year 1819, and is designated as the Old Hospital, the Mansion House of quarantine days; while that just north of it is commonly known as the New Female Hospital. A short distance south of these, towards the new wharf, is a smaller building called the Cottage. Not far from this, and projecting southerly over the extensive flats, is a long wharf, the ordinary means of approaching the island and its institution. Upon this head are several other small buildings, as a bake-house and dead-house. In former times the Old Mansion House was carried on as a public house, for the special accommodation of persons arriving from sea, and for the family of the Keeper of the island and of the Resident Physician. Just beside the new wharf, and a short distance west of it, can be seen the remains of the old wharf, which was used previous to the building of the present one. After passing the narrow neck, or beach, and upon what is called West Head, is a long, low building, known in former times as the Bowling Alleys, and south of this is a pretentious looking building, somewhat resembling a Grecian temple. West of this is the burial-ground, and northwest, upon the shore, at the extreme part of the point, is the present Small-Pox Hospital or Pest House, and from it projects southerly a small wharf. The buildings on the large or eastern head are chiefly used for the women, and those on the small or western head for the men.

In modern times, previous to the new use of the island, it was a famous resort in the sultry part of the summer season, when the prevalence of infectious diseases did not prevent; and the Old Mansion House was crowded with occupants from Boston and the neighboring towns, as boarders, a privilege which was accorded

to island keepers by the authorities. These summer parties, which often filled to overflowing the Fever Hospital (or the Bowling Alleys, as most generally called), and the Grecian Temple (or Small-Pox Hospital), the buildings since used for the men, will not soon be forgotten by those who partook of the enjoyments under the hospitable roofs of Quarantine Island.

Traditions are extant which would lead to the inference that Rainsford Island had been much used in the olden time for burial purposes; but these statements are not to be relied upon, and we may rest assured that the island was never employed for any such purpose, further than for the interment of such persons as have died there from infectious disorders, or have been connected with the institution. In the old graveyard upon the island there are many stones which, if they could speak, would tell strange stories. Some of these date back more than a hundred years. The remains of many of the old keepers of the island repose there in quiet slumber. The days are past, but not out of remembrance, when persons affected with several of the most loathsome infectious diseases were sent to the "island" almost certainly to die; the enlightenment of the present day, however, forbids all such outrages. The State, since its late connection with the island, has expended large sums in improvements and in buildings, amounting to about $100,000. At the close of the year 1866, the State institution was abandoned, the officers having been discharged, and the inmates removed.

CHAPTER XLII.

LONG ISLAND.

Dimensions of Long Island ··· Ancient Description, and Position and Approach ··· Its Form and Topography ··· The Cove ··· Sculpin Ledge ··· Ancient History of the Island ··· Island granted to Boston in 1634 ··· Laid out into Lots in 1640 ··· Early Betterment Law ··· Rent for the Free School ··· Rent Relinquished ··· Claim of the Earl of Sterling, in 1641 ··· In Possession of John Nelson ··· Sold to William and Benjamin Browne in 1690 ··· Curious Deed ··· Mr. Nelson's Death, and the Division of his Estate in the Island, in 1721 ··· Island purchased by Charles Apthorp, and subsequently by Barlow Trecothick ··· Bought by James Ivers in 1790 ··· Other Owners ··· Light-House ··· Long Island Hotel.

Immediately between Spectacle and Rainsford Islands lies Long Island, a little less than a mile southeast of the former, and somewhat more than half a mile northwest of the latter. This island is about a mile and three quarters in length from northeast to southwest, and about a quarter of a mile in breadth. It derives its name from its extreme length, when compared with its other dimensions, or, as Mr. William Wood says, in his New England's Prospect: "The next Iland of note is Long Iland, so called from his longitude." The same author, in 1635, writing of the islands in the harbor, says: "These Iles abound with Woods, and Water, and Meadow-ground; and whatsoever the spacious fertile Maine affords. The inhabitants use to put their Cattle in these for safety, viz. their Rammes, Goates, and Swine, when their Corne is on the ground." On its northwest it is separated from Governor's Island and

Castle Island by President Roads; on the north, from Deer Island by Broad Sound Channel; on the northeast, from Nix's Mate and Gallop's Island by extensive shoals; and from George's Island and Rainsford Island, by the Back Way on the southeast. It is approached usually on its northwesterly side, where the water is deepest, and where a wharf has been built, the landing-place being about five miles from the end of Long wharf.

Long Island may be likened in form to a military boot, fronting westerly; Long Island Head, sometimes called East Head, where the Light-House is, being the top, Bass Point the heel, and South Head the toe. It contains, by estimation, about two hundred and sixteen acres of land, of which about thirty-five are on East Head. This head is somewhat circular in form, and is very elevated, being seventy feet above the level of high-water mark; and it has a very abrupt bluff at its northeast, which is constantly wearing away by the effects of storms and currents, to the great injury of the harbor. The portion of this head which is unprotected, and which is furnishing material to fill up the channels, is about six hundred and fifty feet in extent. On the southeasterly side of this is a cove, which was much used in former times as a harbor for the island, affording proper shelter for small boats, it being protected from sea breakers by a high projecting beach, which, during the last twenty years, has been fast disappearing. A small wharf jutting out southerly within this cove, has been of much service to pleasure parties approaching the island by the Western Way. This head is separated from the main island by a low neck of marshy ground. The main island is composed of elevated land, gently rolling into eminences, and terminating at South

Head in a considerable bluff, forming the toe of the boot. Northwest of this head is the southerly peninsula of Spectacle Island; between these is Seulpin Ledge, signalized by Buoy No. 2 Red, making an approach this way from the western passage extremely dangerous.

The usual way to approach Long Island is by passing through the Main Ship Channel. By this time the reader of these chapters on the harbor is sufficiently acquainted with the position of Buoys No. 7 Black and No. 8 Red, just beyond Fort Independence, and a short distance south of the westerly end of the Lower Middle Shoal. If he passes between these, and proceeds in an easterly direction for a quarter of a mile, he will come to a point in the channel from whence he can take a southeasterly course, passing between Spectacle Island on the south and President Roads on the north, and go directly to the Long Island wharf, about a mile and three quarters distant, the wharf being about three quarters of a mile due south of the main ship channel.

The history of this island bears a strong resemblance to that of many others in the harbor. It was granted to Boston, as has already been stated in a previous chapter, together with Deer Island and Hog Island, on the first of April, 1634, for the annual rent of two pounds for the three; which grant was afterwards confirmed the fourth of March following, with the same, and Spectacle Island added, for the diminished sum of four shillings for the four, it being undoubtedly understood to be merely a nominal sum or consideration. Very soon after the acquirement of the island, the town of Boston began to apportion it out to various persons for improvement; and the felling of the trees, with which it was well wooded on the arrival of the first settlers of the

town, took place in real earnest, and it was not long before it was so divested of its forests as to become only fit for the pasturage of cattle, sheep, and swine. On the twenty-fourth of the twelfth month of the year 1639, that is to say, in February, 1639–40, at a town meeting of the inhabitants of Boston, the island was directed to be laid out into lots for planters. The record of this transaction is in the following words, on the fortieth page of the first volume of town records, and in the handwriting of Elder Thomas Leverett: "At this meetinge o^r^ brother Edward Rainsford & Willyam Hudson are appointed to accompany ye surveyor to lay out the planting ground at Long Iland, & they are to beginne at the east end; & if any have bestowed any labor vpon y^t^ wch shall fall to another man, he whoe shall enjoy ye benefitt thereof shall eyther allow for ye charge, or cleare soe much for ye other." Here we find an early practicall application of the principle of the betterment law, with a view to fair treatment of pre-occupants and squatters. After a while the town concluded to relinquish the island to the planters, they paying a yearly rent for the benefit of the free school; and we find that on the nineteenth of April, 1649, thirty-seven persons, whose names are given in the record, "doth bind themselves and theire successors to pay six-pence an acere for theire [land] at Longe Iland bye ye yeare for euer; and y^t^ to be for ye vse of the schole, y^t^ soe it maye be proprietye to them for euer, and they are to bringe in there pay to ye townes treasurer the first of February for euer, or else there land is forfeit vnto ye townes disposing." It appears, however, in 1655, that "a considerable part of ye rent due to the vse of ye schoole for Long Iland & Spectacle Iland" — for the other neigh-

boring island came into the same category — "is nott brought in by ye renters of ye land aeeording to y^r^ eontract with ye towne," and the matter is placed in the hands of the constable to distrain for the rent. How successful the constable was in this business is not related, but things went on so badly, that in the year 1666–7, on the eleventh of March, the town gave up all its rights in the island, and nullified the agréement about the rent of sixpenee an aere, relinquishing it entirely to the renters on the eondition of paying up the back rent for the benefit of the school, which it is supposed was done, as the fee of the island is soon found firmly established in private hands, free from all encumbrances of rents of every description.

Most all of the islands in the harbor had at some period of their history claimants in the shape of Indians; and Long Island, as early as the year 1641, was claimed by no less a dignitary than the Right Honorable William, Earl of Stirling, who on the twenty-eighth of September of that year recorded a protest, by his agent, James Forrett, against Edward Tomlins and others as intruders on Long Island. This claim came to nothing, and the title proved good to the grantees from the town.

In course of time the title became vested, by the purchase of the renters, in Mr. John Nelson of Boston, — the heroic person, who, in 1689, at the head of the soldiery, made Sir Edmund Andros surrender himself and the fort on Fort Hill to the incensed colonists, whose rights he was then usurping. Mr. Nelson was a patriot of some considerable note in his day; he was a near relative of Sir Thomas Temple, who made a considerable figure this side of the Atlantic in colony times, and was

also a connection of Governor William Stoughton, whose niece, Elizabeth, he married. After gaining possession of the island (with the exception of about four acres and a half, which Mr. Thomas Stanbury, a shopkeeper of Boston, and one of the original renters, claimed), he sold it to Messrs. William Browne and Benjamin Browne, of Salem, for £1,200, conveying it by a curious deed, dated on the fourth of June, 1690, extracts from which will be given, as furnishing a good description of the island as it was one hundred and seventy-six years ago. By a subsequent transaction between Mr. Nelson and the Brownes, the deed of conveyance became in effect nothing but a mortgage, which was subsequently annulled, on the twenty-fourth of September, 1724, by an instrument executed by Colonel Samuel Browne, of Salem, acting as executor on the estates of the Brownes who had died, William on the twenty-third of February, 1715–16, and Benjamin on the seventh of December, 1708. The deed alluded to above is very curious in its description of Long Island, and is certainly worth committing to print; John Nelson, of Boston, merchant, and wife Elizabeth, convey "all that certain island, tract, or parcel of land, meadow, or pasture comonly called or knowne by the name of Long Island, scituate, lying and being within the Massachusetts Bay in New England aforesaid, containing by estimation two hundred acres of land (be the same more or less), butted and bounded Northerly, Southerly, Easterly and Westerly by the sea, or howsoever otherwise the same is now butted or bounded or reputed to be bounded; which s^{d} island, or tract of land was formerly granted by the towne of Boston unto sundry inhabitants thereof, and since purchased by the said John Nelson,

now in the tenure, holding or occupation of one Henry Mare, together with all and singular the houses, outhouses, buildings, barnes, stables, orchards, gardens, pastures, ffences, trees, woods, underwoods, swamps, marishes, meadows, arrable land, wayes, water-courses, easements, comons, comon of pasture, passages, stones, beach, fflatts, wharffes, profits, privileges, rights, liberties, immunities, commodityes, hereditaments, emoluments, and appurten^{ces} whatsoever to the said island, land, houses, and premises, or any part or parcel thereof belonging, or in any wise appertaining, or therewithall now or at any time heretofore usually sett, lett, used, occupied or enjoyed, or reputed, taken or knowne, as part, parcel or member thereof, or of any part thereof," &c., reserving the four and a half acres already mentioned as claimed by Mr. Thomas Stanbury. The term of the grant was for twelve months, the Brownes "yielding and paying therefor the rent of One Pepper Corne upon the last day of the said twelve months (if the same be then lawfully demanded"). As one of the Brownes had been one of Andros's councillors the previous few years, and the other was ripening for a seat in the Provincial Council, it may be easily imagined how so bombastic a document could have been drawn up on so small an occasion, as if it were a whole province or even continent that was to be granted by letters patent, with the broad seal appendant.

Like many charters, the appendix so modified it that the deed served only as a mortgage deed, and the fee in the estate reverted to the heirs of Mr. Nelson; for he died on the fifth of December, 1721, and the estate fell to his heirs, and was divided into seven parts; two of these descended to John and Mary, the heirs of his

oldest son, Temple Nelson; one to Nathaniel Hubbard by his wife Elizabeth; one to the heirs of Henry Lloyd by right of his wife Rebecca; one to John Steel by right of his wife Margaret; and one to Robert Temple by right of his wife Mehitable. Robert Temple bought up four of these shares; and then he and the others conveyed by separate deeds the whole island to Mr. Charles Apthorp, of Boston, merchant, who died in possession of it on the eighteenth of November, 1758, being sixty years of age. The Apthorp heirs subsequently sold to Barlow Treeothick, Esq., an alderman and Lord Mayor of London, who had married the eldest daughter Grizzell.

After the death of Treeothick, the island passed, on the eleventh of June, 1790, into the possession of his brother-in-law, Charles Ward Apthorp, Esq., of New York, who, on the thirteenth of June, 1791, sold it to James Ivers, of Boston. Mr. Ivers died in Boston on the thirteenth of June, 1815, aged eighty-eight years, devising his real estate to his two daughters, Hannah, the wife of Jonathan Loring Austin, and Jane, the wife of Benjamin Austin, and their heirs. On the first of October, 1847, the Ivers heirs conveyed all of the island, except the East Head, to Thomas Smith, of Cohasset; and finally it became vested in the Long Island Company, which was incorporated by an act of the legislature, passed the first of May, 1849.

In 1819 a lighthouse was established on Long Island Head. Its tower, twenty-two feet in height, is built of iron, painted white, with a black lantern containing nine burners, which is about eighty feet above the level of the sea, and yields a fixed light that can be seen on a clear night about fifteen miles. It was refitted in 1855,

and has for its object the guidance of vessels up the roads of the harbor. It is situated in a square enclosure of ground, on the summit of the Head. Within the square is a comfortable stone house, and other small buildings, for the accommodation of the keeper, and a remarkably good well of fresh water. This square is encompassed on the northerly and westerly sides by the remains of an old redoubt which are fast disappearing from view. The prospect from this Head is surpassed by none that can be obtained from any of the eminences upon the other islands in the harbor.

Long Island is one of the pleasantest places in the harbor for summer residences, and undoubtedly before long it will prove a desirable resort for such purposes. The hotel erected by the Long Island Company is commodious and convenient, and has at times been popular. The recent use of the island by the State, as a place of rendezvous for Massachusetts soldiers, previous to their being mustered into the service of the United States, has in a great degree prevented the island from being used according to the intentions of the land company which attempted its settlement. During most of the last century it was improved as a farm, and families resided upon it; but lately it has been put to little use except for pasturage. Should the Long Island Company succeed, we may yet expect to see upon the Island a flourishing village of rustic cottages and more imposing villas.

Having made a short survey of the largest island in the harbor, the writer is now ready to take a hasty view of the few remaining ones, before concluding his descriptions.

CHAPTER XLIII.

NIX'S MATE, THE NARROWS AND OTHER SHIP PASSAGES

Nix's Mate, formerly an Island of Twelve Acres · · · Granted to Captain John Gallop in 1636 · · · Rescue of the Body of John Oldham · · · Distance of Nix's Mate from Boston · · · Its Form and Construction · · · Tradition about its Name · · · Account of Piracy of William Fly, and his Execution in 1726 · · · Nix's Mate, a Place of Execution for Pirates · · · Execution of Quelch, Hawkins, Bellamy, Anchor, and White · · · Notice of Captain Gallop · · · Various Passages · · · North and South Broad Channels · · · The Narrows · · · Hunt's Ledge · · · Toddy Rocks · · · Thieves' Ledge · · · Good Fishing Grounds · · · Other Ship Passages.

RETURNING in a northeasterly direction to the Main Ship Channel, the reader will come in sight of a peculiarly shaped monument, a tall pyramid, upon a square stone base, the whole about thirty-two feet in height, and resting upon what, at low tide, appears to be an extensive shoal covered with stones of a size suitable for ballast for vessels. This shoal, about an acre in extent, is what remains of a once very respectable island, as far as size is concerned; for it is seen, by referring to the Massachusetts Colony Records, that, on the eighth of September, 1636, "there is twelve acres of land graunted to John Galop, upon Nixes Iland, to enjoy to him & his heires forever, if the iland bee so much." How much land Captain Gallop actually found cannot now be ascertained exactly; but that there was once enough to answer for pasturage ground is well known, through traditions very reliably transmitted from a period less

than a hundred years back, when the island was used for the purpose of grazing sheep. Mr. Gallop was a noted pilot in his day, and is said to have been better acquainted with the harbor than any other man of his time. On the fourth of September, 1633, he piloted into Boston harbor, by a new way, probably the Black Rock passage, the ship Griffin, containing, among its passengers, Rev. John Cotton, Elder Thomas Leverett, and many others, who afterwards proved to be some of the most desirable of the New England colonists. To his ability as a pilot and fisherman he added that of a good fighter; for, on one occasion, in July, 1636, he, with his two young sons, John and Samuel, and his boatman, heroically fought fourteen Indians, and rescued the body of his friend John Oldham, whom the savages had most cruelly murdered. Although Mr. Gallop lived at the north end of Boston, near the shore, where his boat could ride safely at anchor, he owned Gallop's Island, as a farm, a meadow lot on Long Island, and a pasture for his sheep upon Nix's Mate. How unkind it is, at this late time, to rob him of the good name he gave his island, and to call it, in a Frenchified manner, Galloupe's Island! One would almost believe that old Captain John and his good wife Christabel (although one died in January, 1649–50, and the other on the twenty-seventh of September, 1655) would return to earth and remonstrate against the outrage.

Nix's Mate is about five and a half miles southeasterly from Long wharf, and would be one of the great dangers of the harbor were it not for the monument which stands upon its ruins. This consists of a solid piece of stone masonry, forty feet square and twelve feet high, which can be ascended on the south side by

steps, all the stones being seeurely bolted together by eopper fastenings; and upon this is a wooden oetagonal pyramid, twenty feet in height, painted blaek. This structure is a modern ereetion, its exaet date not known. It was probably ereeted in the early part of the eentury. On the third of March, 1810, the General Court passed an act to protect the monument and to prevent the removal of roeks, sand, elay or gravel from the island under a penalty now in foree. A long hook-like shoal extends from it, southwesterly, nearly half a mile. The northeasterly part of Nix's Mate was in former times a low bluff, and was known to the pilots of the olden time as North End Point; and not far from this, on the edge of the shoal, is attached a blaek buoy, numbered 9, as a warning to mariners, and a guide to a ehange of eourse to a southeasterly direetion through the Narrows.

There is a tradition conneeted with the history of this island, probably of modern date, whieh has no faets to sustain it. The story is, that the mate of a eertain Captain Nix was exeeuted upon it for killing his master, and that he, to the time of his death, insisted upon his innoeenee, and told the hangman that in proof of it the island would be washed away. As the island bore the name of Nix eertainly as far baek as the year 1636, and as no man was executed in the Massaehusetts eolony for murder or piraey so early as this, there is no good reason for believing that the name of the island originated in the manner given in the tradition. That the island in later times was used as a plaee for the burial of exeeuted pirates and mutineers upon the sea is too well known to be disputed; an aeeount of a ease which happened many years ago may not be out of place in this conneetion.

A snow, as it was called in the early days of the colony, set sail from Jamaica in May, 1726, bound for Guinea, under the command of John Green, a master mariner. At one o'clock on the morning of the twenty-seventh of the same month, one William Fly, then boatswain of the snow Elizabeth, who, together with Samuel Cole, Henry Greenvill and others, had conspired to seize the captain and mate and then go a-pirating, put their design into effect by most barbarously drowning the captain and his mate Thomas Jenkins. After this Fly took command of the vessel, the name of which he changed to Fame's Revenge, and then, being well stocked with gunpowder, rum and provisions, set sail, first to the Carolinas and thence to New England, in pursuit of plunder, and more particularly in search of a better vessel. On the third of the following month, June, he took a sloop which he found at anchor off the coast of North Carolina, in which was one William Atkinson, a passenger, who afterwards proved to be the happy instrument of bringing the wretches to justice. It was not long after this that Atkinson, with the assistance of several other forced men, succeeded, by a stratagem, in seizing the three pirates mentioned, together with another man named George Condick, all of whom he put in chains and brought to Boston, where they were tried on the fourth and fifth of July, 1726, and found guilty of piracy, and were on the spot sentenced to be hung, the captain, William Fly, in chains; but the others, Cole, the quartermaster, and Condick and Greenvill, were relieved from this extreme disgrace. Fifteen forced seamen, taken on board the piratical vessel, were acquitted and discharged. An account of the execution, which took place at Charlestown Ferry, is thus given in the

Boston News-Letter, published on the fourteenth of July, 1726: "On Tuesday the twelfth instant, about 3 P. M., were exeeuted here for Piracy, Murder, &e., three of the eondemned Persons mentioned in our last, viz., William Fly, Capt. Samuel Cole, Quarter-Master, and Henry Greenvill; the other, viz., George Condick, was Reprieved at the plaee of exeeution, for a Twelve Month and a Day, and is to be reeommended to His Majesty's Grace and Favor. Fly behaved himself very unbeeoming even to the last; however, advised Masters of Vessels not to be Severe and Barbarous to their Men, whieh might be a reason why so many turn'd Pirates; the other Two seem'd Penitent, beg'd that others might be warned by 'em. Their Bodies were earried in a Boat to a small Island call'd Nieks's-Mate, about 2 Leagues from the Town, where the abovesaid Fly was hung up in Irons, as a Spectacle for the Warning of others, especially Sea faring Men; the other Two were buried there." The burial of these men, and the gibbeting of Captain Fly, who had been boatswain under Captain Green, may have given origin to the tradition.

The infamous notoriety which this island bore from tradition was equally shared by other loealities. Bird Island and its shoal, and the flats at the confluence of Charles River into the main channel, are frequently alluded to as the places of exeeution and burial of criminals. John Quelch, and his six companions in piracy, were hung on the thirtieth of June, 1704; Thomas Hawkins, a young man of the most respectable eonnection in the provinee, was executed, with his nine associates, on the twenty-seventh of January, 1689–90; Samuel Bellamy and his six pirates, paid their forfeit in May, 1717; and John Rose Archer and William White were

gibbeted on an island on the second of June, 1724, for piracy. These criminals probably met their deserved fate at some of the above named places. Murderers and burglars were executed anciently on the Common or Neck.

The execution of Quelch and his partners in crime is thus mentioned in the Boston News-Letter, printed three days after the event. A broadside was also printed and distributed at the same time, and is preserved in the archives of the Massachusetts Historical Society. The execution took place on Charles River flats, Boston side. "On Friday" [30 June, 1704] "was carried to the Place of Execution Seven Pirates to be Executed, viz.; Capt. *John Quelch*, *John Lambert*, *Christopher Scudamore*, *John Miller*, *Erasmus Peterson*, *Peter Roach & Francis King;* all of which were Executed, excepting the last named, who had a Reprieve from his Excellency. And notwithstanding all the great labour and pains taken by the Reverend Ministers of the Town of *Boston*, ever since they were first Seized and brought to Town, both before and since their Trial and Condemnation, to instruct, admonish, preach and pray for them; yet as they led a wicked and vitious life, so to appearance they dyed very obduratcly and impenitently, hardened in their sin.

"His Excellency intends to send an Express to *England*, with an Account of the whole matter to Her Majesty."

Captain John Gallop, the first grantee of Nix's Mate, came to Boston as early as 1630, in which year he was a townsman of Dorchester. He was soon after a resident of Boston, where he had a house and wharf-right, and also had a grant of meadow land on Long Island of four

aeres very early; for these, together with Gallop's Island, are mentioned in his inventory taken on the twenty-sixth of February, 1649–50, probably a month after his deeease. How he beeame dispossessed of Nix's Mate does not appear, as no conveyanee of it by him or his heirs is to be found on record.

From Nix's Mate the reader can proceed northeasterly through either the North or the South Broad Channels, between Deer Island on the north and Lovell's Island on the south, into Broad Sound, and thence to sea. But the usual course out of the harbor is southeasterly through the Main Ship Channel, between Lovell's Island on the north and Gallop's Island and George's Island on the south, where the ehannel is called The Narrows; and by pursuing the way southeasterly, leaving the Beacon (or Bug Light) on the Great Brewster's Spit and Buoy No. 6 Red to the north, and Buoys No. 7 and 5 Black to the south, and passing out to sea between the Brewsters and Shag (or Egg) Rocks on the north, and the Centurion (No. 8 Black) and Hunt's Ledge and Toddy Rocks (No. 3 Black) off the shore of Hull, and Point Allerton and its Beacon and Buoy No. 1 Black on the south. A due east eourse of about three miles and a half will strike upon Thieves' Ledge, a noted fishing place. The proper course to this spot will be to proceed due east from the buoy until Green Island can be seen at the north of the Outer Brewster, and a tree on Little Hog Island (just south of Hull) ean be noticed over the low land on Nantasket Beach just south of Point Allerton. A good fishing ground for flounders is said to be exactly midway between George's Island and Windmill Point at Hull. About a mile southeast of Point Allerton is another well-known fishing ground.

There are other passages out of the harbor besides those above mentioned. The Western, or Back Way, alluded to in a previous chapter, leads from the southeasterly side of Long Island and from Rainsford Island, through the northerly part of Nantasket Roads, southwest of Gallop's and George's Islands, and between the Centurion and Hunt's Ledge, to the main ship channel. Ships have been known to pass from the harbor by the way of Point Shirley Gut. Governor Winthrop states, in his invaluable journal, that "the Barnstable ship went out at Pullen Point to Marble Harbour," (Marblehead,) on the twenty-second of September, 1632. By the same authority we learn, as stated before, that Captain John Gallop brought in the Griffin a new way by Lovell's Island, at low tide, then called Griffin's Gap. This gap was probably what is now called Black Rock Channel, which connects with Hypocrite Channel, that leaving Alden's Buoy and the Devil's Back at the north, leads to sea between Green and Calf Islands.

CHAPTER XLIV.

GALLOP'S AND LOVELL'S ISLANDS.

The Narrows ··· Gallop's Island ··· Granted early to John Gallop ··· Its Form ··· Its Approach and Appearance ··· Its early Owners ··· Purchased by the City of Boston in 1860 ··· Famous as a Place of Rendezvous for Pleasure Parties ··· Used for Government Purposes ··· Attached to Quarantine Establishment in 1866 ··· Sea-wall commenced in 1868 ··· Lovell's Island ··· Its Position, Form and Size ··· Origin of its Name ··· Its Topography ··· Whiting Ledge, Ram Head, and Man of War Bar ··· The Great Rock, and a Remarkable Shipwreck ··· History of Lovell's Island ··· Granted to Charlestown in 1636 ··· Sold to Elisha Leavitt in 1767 ··· Purchased by Boston in 1825, and sold to United States Government ··· Modern Uses of the Island ··· Sea-wall at Ram's Head ··· Wreck of the Magnifique in 1782 ··· The poor Pilot turned Sexton ··· The Man of War America ··· Injury to the Narrows caused by the Wreck.

Leaving Buoy No. 9 Black, just north of Nix's Mate, and proceeding down the harbor (taking the channel described in a previous chapter as The Narrows), about three quarters of a mile southeast of the Mate will be seen Lovell's Island on the northeast, and Gallop's Island on the southwest.

Of these, Gallop's Island appears very early under the jurisdiction of the town of Hull, and in the actual possession of Captain John Gallop, at whose decease, in January, 1649–50, it was apprised at £12 in value, and was estimated to contain about sixteen acres. This island, which on the chart very much resembles in form a leg of mutton, with its shank pointing easterly to the peculiar structure familiarly known as Bug Light, holds

an important position in the harbor, forming with Lovell's Island at its north the barrier of the Narrows, — the deep channel for the ingress and egress of all the large vessels when heavily freighted.

Gallop's Island is approached on its southern side, which lies very commodiously to the Nantasket Roads at its south, a most noted place of anchorage. The north side is a very abrupt and high bluff, upon which, during the Revolution, earthworks were thrown up for defensive purposes. The eastern part of the island is formed into a low Beachy Point, so called, being composed chiefly of small stones and gravel. This has always been noted as one of the most fertile of the islands of the harbor, and has, from time immemorial, been cultivated as a farm, in the days of the old quarantine regulations, the occupant supplying the vessels in the Hospital Roads with vegetables and milk, and pure water from a never-failing spring. Early during the last century it was jointly owned by Elisha Leavitt of Hingham, a large landholder, and James Brackett of Quincy. Mr. Leavitt died in 1790, leaving his half to his grandson, Caleb Rice of Hingham, who subsequently purchased of Mr. Brackett his half, and in April, 1812, conveyed the whole to Lemuel Brackett of Quincy, for $1,630. Mr. Brackett and his wife, Sarah, by two deeds, dated first of October, 1814, and first of July, 1819, conveyed the same to Peter Newcomb, the then tenant of the island, for $1,815. Mr. Newcomb died on the twenty-second of April, 1833, aged fifty-two years, and was buried at Hull, leaving the estate to his wife Margaret, who survived him some years, and then dying, left the estate to her son Charles, who sold it to the city of Boston on the nineteenth of May, 1860,

for $6,500. Since the decease of Mrs. Newcomb the island has been a famous place of resort for pleasure parties, and the name of Snow, one of its most noted occupants, will long be remembered by the numerous persons who have partaken of his good cheer and remarkable style of hospitality.

Soon after the breaking out of the late war, the island was lent to the general government as a rendezvous for enlisted soldiers; and its green hill was covered with tents and barracks, and its turf was trodden down, and its pleasant appearance almost blotted out. With the exception of a very small portion of Long Island, which at one time was used for a similar purpose, it was the only place within sight of the quiet city that exhibited conclusive evidence of actual war; for the forts were so well managed, and their warlike inmates so carefully kept within their walls, that the innocent looking guns from the ramparts gave no alarm to those engaged in business or in seeking pleasure in harbor excursions. At the close of the war, the establishment at Gallop's Island became unnecessary, and the island was deserted by the soldiery, and the barracks consequently vacated. This seemed opportune; for the city, in view of the danger of threatening infectious disease, appeared to require more than ordinary quarantine accommodations. An agreement was entered into with the United States authorities by which the city came in possession of the government barracks; and an ordinance was passed by the city council, which took effect on the first of June, 1866, by which Gallop's Island was annexed to the quarantine establishment of the city. Fortunately this prudent measure of the city government was never put into use by the advent of the much

dreaded disease; but the city very properly added much to the efficiency of its already possessed resources. In consequence of the wearing away of the high bluff on the northerly side of the island, it became necessary that a sea-wall should be constructed for the protection of this part of the island. This wall was commenced in 1868 by Major-General J. G. Foster, and will probably be completed in 1870.

The next object that demands attention is Lovell's Island, which lies northeast of the Narrows, and much resembles in form a dried salt fish. As it is bounded on the southwest by the Narrows, so it is on the east by Black Rock Channel. It is about three-quarters of a mile in length from northwest to southeast, and about one-third of a mile wide in its greatest breadth. It took its name, undoubtedly, from Captain William Lovell, who was of Dorchester in 1630; and it contains one large hill, with marshes to its north, east and south, and several small salt-water ponds. Whiting Ledge is at its southerly point; and Ram Head (whose shoal is denoted by Red Buoy No. 10 and Black Buoy No. 5) is a projection from its northerly point, where there has been erected a sea-wall to prevent the washing away of this exposed part of the island. At its extreme westerly point is Man of War Bar, which in the latter days of the Revolutionary War proved to be a great impediment to the navigation of the harbor. On the top of the hill may be seen by every passer-by a large boulder that has served many generations as a comfortable cooking place. A little more than forty years ago, in midwinter, a packet vessel from Maine struck upon Rams Head in the dead of night, causing immediate shipwreck; and, although all the passengers, fifteen in num-

ber, succeeded in landing and procuring shelter beside the Great Rock, they all froze to death before morning, it being one of the coldest nights of the year, the thermometer indicating in the neighboring towns a temperature several degrees below zero. On the morning succeeding this dreadful event, the bodies were found closely huddled together in the eternal sleep of death. Two young persons who were about to be married, and who were coming to Boston for making marriage purchases, were found dead beside the rock locked in each other's arms. Few, in their hilarious moments, under this benevolent boulder, little dream of the agony of that awful night.

The earliest mention of this island is to be found in the Massachusetts Colony records, where, under date of the twenty-eighth of October, 1636, the following entry occurs: "Lovels Iland is graunted to Charlestowne provided they imploy it for fishing by their owne townesmen, or hinder not others." Any one who knows the island now, would hardly expect to find upon the records such an entry as the following: "The iland called Lovels Iland is given unto the inhabitants of Charles Towne, & their heires & succeass[rs] forever; pvided, that halfe of the timber & fire wood shall belong to the garrison at the Castle, to be impved wholly there. This was ordered with consent of the deputies of Charles Towne." There may be, however, some persons living who can remember the large tree that formerly stood on the south point of the island, as it was a mark used by all the pilots of the olden time in guiding them up the harbor. Similar trees, which have likewise disappeared, were preserved upon nearly all the islands for the same purpose.

On the fourth of June, 1767, this island was sold by a vote of the inhabitants of Charlestown, passed on the second of March preceding, to Elisha Leavitt, of Hingham, for the sum of £266 13*s.* 4*d.* "together with the dwelling house and all other buildings and fences thereon standing." Mr. Leavitt left it, in 1790, to his grandson Caleb Rice, before mentioned; and from him the estate passed into the possession of the city of Boston on the second of May, 1825, together with George's Island, both for the sum of $6,000; and the city conveyed it immediately to the United States Government for the same amount of money. At the time of purchase by the city, this and Gallop's Island were in the occupancy of John Spear, who had erected fences and buildings upon them.

In modern times, the chief use to which the island has been put is that of pasturing horses; yet there are many persons who can well remember the time when it served as a run for tame rabbits, that in almost countless numbers wandered over its pasture ground, and supplied the markets with dainties for the palate, and the young Boston boys and girls with beautiful and harmless pets.

The washing away of this island early called the attention of Boston to the protection of its headlands and points; and in 1843, on petition of the city government, a resolve was passed by the General Court of the Commonwealth, instructing its Senators and Representatives in Congress to exert themselves to procure the passage of measures which should prevent further injury to the harbor from this cause. By the exertion of these members of Congress, an appropriation of $15,000 was obtained for the protection of Lovell's Island, and the

same was expended for the erection of the sea-wall at Ram's Head, by Brigadier-General Sylvanus Thayer, then Colonel of Engineers. In 1849, an additional amount of about $5,000 was expended by the same officer in the construction of stone jetties. A further sum of $2,000 was used by Colonel Graham, also of the Engineers, during the years 1864–1866, for work done upon the same wall. Between the years 1866–1869 inclusive, $38,000 were expended by Major-General Henry W. Benham in repairs of the old wall, and in the construction of a new wall for the southeast head of the island.

Perhaps it would seem wrong, if, in this connection, the famous shipwreck of 1782 should be passed over in silence. It will be remembered by the older inhabitants that Boston harbor was frequently visited by the naval forces of France (then the Revolutionary ally of the United States) for supplies and repairs. The Count D'Estaing was here in the fall of 1778, and a part of the fleet of the Count de Grasse in 1782, just after his unfortunate and unsuccessful attempt in the West Indies, where he was so completely and dreadfully defeated. Admiral Vaubaird, with fourteen sail of this fleet, arrived in Boston harbor on the eleventh of August, 1782, being a division of the unfortunate fleet of the Count. On entering the harbor through the Narrows, the pilot (with shame be it said, a Bostonian) conducted the Magnifique — as its name implied, a magnificent French seventy-four — against the bar at the western head of Lovell's Island, and there it sank; and there its skeleton lies at the present day, imbedded in sand. Several attempts have been made to obtain treasures from this wreck, but they have not proved to be in any degree re-

munerative. One attempt, made about thirty or more years ago, gave no return except speeimens of very beautiful wood, of which the vessel was built. In July, 1859, another trial was equally unsuccessful. Truly, copper, lead, and cannon-shot in eonsiderable quantities were obtained; but except the beautiful sight of immense quantities of perch and other small aquatics, the divers got very little else, exeept now and then the bite of a savage lobster, who held on to the poor fellows' fingers as tenaciously as does the bull-terrier sometimes with his more ferocious grip. The French fleet left the harbor on the twenty-fourth of the following December, and the pilot was transferred "up town" to become a sexton and undertaker, he having served, as it was thought, a suffieient apprenticeship in burying. This distinguished individual was for many years sexton to the New North Church, then under the pastoral care of the famous John Eliot; and it was no uncommon thing to find, on Sunday mornings, chalked upon the meeting-house door, the following signifieant lines:—

"Don t you run this ship ashore,
As you did the seventy-four."

The loss of the French man-of-war was a serious matter for young America. Congress built a seventy-four gun ship, ealled "The America," at Portsmouth, the first line-of-battle ship ever built in Ameriea; and it was launched on the fifth of November, 1782, and its command awarded to Commodore John Paul Jones. This vessel was presented to Louis XVI. the same year to replace the lost Magnifique. But it eame finally to a poor market, for it was eaptured from the French by the English, and beeame a part of the great English navy.

The bar where the Magnifique was lost, and which has sometimes been called Man of War Island, has been filled up by the action of the tides and currents to such an extent that a large portion of it has been converted into solid land, and the place in which the main part of the wreck of the ship is buried is now never overflowed at high water by the ordinary tides. During the operation of removing the southwest portion of this island, under the direction of Major-General J. G. Foster, U. S. Engineers, during the years 1868 and 1869, for the purpose of widening the main ship channel, large pieces of planks and portions of massive oak timbers were struck at depths of twenty-one to twenty-five feet, and brought up by the machine. These were evidently fragments of the old seventy-four.

CHAPTER XLV.

GEORGE'S, PETTICK'S, AND OTHER ISLANDS.

Broad Sound Channel, and its Branches, North and South Channels ··· Middle Ground ··· Black Rock Passage and Hypocrite Channel ··· George's Island, formerly Pemberton's Island, and its Ancient History ··· Bought by Boston in 1825, and conveyed to the United States ··· Size and Topography ··· Fort Warren ··· Old Earthworks ··· Approach to George's Island ··· Its recent Use ··· Pettick's Island, and its Form and Topography ··· Prince's Head, and Pig's and Harry's Rocks ··· Sheep, Grape, and Slate Islands ··· Pumpkin (or Bumkin) Island, properly Ward's Island, Devised to Harvard College in 1682 ··· Islands in Hingham Harbor, Langley's Ragged, Sarah's and Button Islands ··· Nut Island, sometimes called Hoff's Tombs ··· Raccoon Island ··· Main Ship Channel ··· Outer Light ··· Brewster's Spit ··· Corwin Rock ··· Spit (or Bug) Light, built in 1856 ··· Centurion and Kelley's Rocks ··· Shoal and Kelp Ledges ··· Nash's Rocks ··· Thieves' Ledge ··· Ancient Description of Entrance to the Harbor ··· The French Men-of-War, the Magnifique and the Somerset.

To the north of Lovell's Island, described in the last chapter, Broad Sound Channel diverges into North and South Channels, which pass by the Middle Ground and proceed directly to sea in a northeast course between Nahant and the cluster of small islands, that, with the Brewsters, form the group at the entrance of the harbor. At the east, however, of Lovell's Island is Black Rock Passage; which, running out in a northeasterly direction, separating it from the Spit (or Bug Light) on the long bar of the Great Brewster, passes into Hypocrite Channel that leads to sea easterly between Calf and Green Islands.

Exactly south of Lovell's Island lies George's Island, which helps make the boundary of the Narrows on the

southern side. This island was early in the possession of James Pemberton, an inhabitant of Hull; and it appears from the following record, of the twenty-seventh of May, 1622, that his claim to it was very early disputed: "In answer to the petition of James Pemberton, who pduced seueral testemoneyes for his int'est & pprietie to an iland ealled Pembertons Iland, it is ordered by this Court, that, if Pemberton, his atturney, heires, or assignes, shall make proofe vppon oath, aeeording to law, that he had possession & improuement of the s^{d} iland by the eonsent & approbation of the antient inhabitants or planters residents in or about the Mataehusetts Bay aboue fower & twenty yeares agoe, then the s^{d} iland shalbe, & is declared to be his, & his heires for euer, the oath to be taken at the next County Court, who shall reeorde the same & eertify the next session of this Court thereof." Mr. Pemberton produced the required proof, and a reeord was made on the nineteenth of the following Oetober, that "The Court doth judge that the testimonyes pdueed to proue the iland mentioned in James Pembertons, & called by his name, to belonge to him, doe fully proue the same, & doe therefore deelare the s^{d} iland to be his propriety."

Mr. Pemberton died at Malden on the fifth of February, 1661–62, and in eourse of time the estate of the island, whieh was then known as Pemberton's Island, passed into the possession of Samuel Greenleaf, who died on the seventh of August, 1737, aged fifty-six; and the estate, on the death of his wife Martha, on the twenty-seeond of February, 1757, at the age of seventy-eight years, fell to their daughter Hannah Greenleaf, whose executor sold it to Elisha Leavitt on the seventh of April, 1765, for the sum of £340, lawful money of the

Province. Mr. Leavitt devised it, as has been said before, together with Lovell's Island, in 1790, to Caleb Rice, from whom in 1825 it passed to the city of Boston. Both of these islands are now the property of the United States.

In all the descriptions of this island, it is said to contain about thirty-five acres. Following the course of the Ship Channel, it is exactly seven miles from the end of Long wharf; although on the charts, its distance, in nautical measure, is found to be a little over six miles. It had on its east and northeast sides an elevation nearly fifty feet above high water mark, with an easy descent in the other directions, which, together with its situation, made it peculiarly adapted for the purposes of a fortress. The side exposed to the beating of the sea has been somewhat protected by a sea-wall, and a very strong fort, by the name of Fort Warren, has been erected upon it. The building of the fort was commenced by the United States Government in April, 1833, the survey having been commenced on the thirteenth of the preceding September. Its walls are constructed of Quincy granite, nicely hammered, the inferior material for foundations and rough work, however, having been brought from Cape Ann. A portion of the casemates are covered with earth, piled up in artistic manner, and well sodded. Over the main entrance, and within the fort, is a tablet bearing the following inscription:—

FORT WARREN, 1850.

This is not the first attempt at fortifying George's Island. In the autumn of the year 1778, while the vessels comprising the fleet of the Count D'Estaing were

riding at Nantasket Roads, an apparently formidable earthwork was thrown up on the eastern side of the island, for the protection of vessels passing into the harbor against any attack of the English cruisers which were then coasting in the neighborhood. Very little could be found of these works when the erection of the present fort was commenced.

The approach to George's Island is on the westerly side, where the water is deepest, and where a wharf has been built for the purpose. At the early part of the late war, the fort was used for rendezvous purposes; and some of the best regiments recruited in Massachusetts were thoroughly drilled within its walls before being sent into the field, where they all performed such honorable and distinguished services. During the late years of the rebellion, the fort was used as a prison for rebels held in durance.

About a mile south of George's Island is situated Pettick's, Pethick's, or Peddock's Island, about a mile long, and shaped like a young nondescript animal. The first known of it is found under date of the third of September, 1634, in the old records, thus; "Peddocks Ileland is graunted to the inhabitants of Charlton [Charlestown] to enioy to them & their heires, for the space of one & twenty yeares, for the yearely rent of twenty shillings ꝑvided that if there be a plantac̃on in the meane time setled by the Court att Natascett, then the^r pre^nt graunt to be voyde." On the fourth of March, 1634–5, the rent of twenty shillings was reduced to twelve pence. The town of Nantasket having been commenced in June, 1641, Pettick's and the neighboring islands were confirmed to it; and within the next year it was divided into lots of four acres each, and given to

those who took two-acre lots at Nantasket, afterwards called Hull. This island has always from that time been kept as private property; and on the twenty-eighth of April, 1684, the Indian Josiah relinquished all his claim to the estate in the right of his father and grandfather. The island is divided into two hills, called the East and West Heads, between which there is a smaller hill; and just south of this there is an island bluff, called Prince's Head, south and east of which are Pig's and Harry's Rocks. A pilot for the various approaches to Weymouth resides upon the south side of the East Head of this island, which is not more than a quarter of a mile southwest of Windmill Point at Hull; and here he has his buildings and the approach to the island. The southerly point of the island is only about half a mile distant from Hough's Neck, a portion of the town of Quincy.

South of Pettick's Island, and near the entrance to Hingham harbor, are several small islands. Of these, Sheep Island (sometimes anciently called Sun Island) contains two acres, and must have been a very poor place for the keeping of sheep, although in the olden time it was valued and used for that purpose. Grape Island, with its two hills and fifty acres, is separated from Weymouth and Crow Point in Hingham by the mouth of Weymouth Back River. Slate Island, containing about twelve acres, has furnished slate stone (whence its name) for building purposes; and, although the material has not been of a remarkable quality for the protection of roofs, it has done good service for underpinning and for cellar walls. These islands are situated in the order mentioned, and lie west of the channel that leads to the steamboat wharf at Hingham.

On the easterly side of Hingham channel lie Little Hog Island, and Pumpkin (or Bumkin) Island. The first of these is a small oblong island of about ten acres, lying just south of Hull, and near its shore.

Pumpkin Island, sometimes called Bumkin or Bomkin Island, but really entitled to be known as Ward's Island, is of considerable importance. This has also been supposed to be the Round Island granted to the town of Weymouth on the ninth of March, 1636–7, by the following brief order: "Round Iland & Grape Iland are graunted to the towne of Weymothe." The island is variously estimated to contain from thirty to fifty acres of good pasture land, and is beautifully situated in Hull shoals, a short distance north of World's End, that curious round peninsula attached by a slender bar to Planters' Hill in Hingham. Before entering Hingham harbor, it is the large portion of land which is passed lying at the left hand. In course of time, this beautiful island is found in the possession of Mr. Samuel Ward, who was very early in colony days a land-holder in Hingham, Hull, Weymouth and Charlestown. How early, and consequently how long, Mr. Ward enjoyed this possession is not known. From the jottings of Rev. Noadiah Russell, while a tutor of Harvard College, it appears that on the thirty-first of August, 1682, "Mr. Samuel Ward of Charlestown died and gave 4*lb.* per annū. to the college." Be this as it may, no such gift appears in his last will; although it may refer to the devise of Bomkin Island. Mr. Ward executed his last will and testament at Charlestown, on the sixth of March, 1681–2, in which is contained the following: "It. I give the Island leying Betwixtt hingam and hull, called Bomkin Island unto the collidge; and my mind is

that it be ealled By the name of wards Island." As late as the eighth of the sueeeeding February, he indorsed on the baek of the same instrument the following explanatory note: "The Island that I have given to the Colidge whieh Leyeth Betwixte hingam and hull ealled Bomkin Island; my mind is that it shall be and Remain for eveer to harford Coledge in newengland; the Rentt of itt to be for the easmentt of the eharges of the Diatte of the Studanttse that are in eommouse." At the request of his daughter, Martha Lobdell of Hull, "the estate of the sayed Ward in hull" was appraised, and the last item in the inventory was, "It. more an Island knowen by the name of bumking Island at ner hull, 80.00.00." This island did aetually eome into the possession of Harvard College, and it is now valued at about twelve hundred dollars, and produees an income to the university of fifty dollars a year, whieh is fully equal to that yielded to Boston by the famous Franklin Medal Fund, the endowment of the great Bostonian.

Pursuing a eourse due south through Hingham harbor, after passing the strait between Planters' Hill on the east and Crow Point on the west, the reader will notiee, first, Langley's Island, then Ragged Island and Sarah's Island, and lastly Button Island; after which he will soon reaeh the steamboat wharf.

About three miles west of these islands, south of Pettiek's Island, is Nut Island, containing about six aeres, eonneeted by a bar with Hough's Neek, on whieh is Braintree Great Hill, and north of whieh it lies; this was frequently ealled, in old times, Hoff's (or Hough's) Tombs. South of this, and east of the Great Hill, is Raccoon Island, which has about ten acres of land. A

short distance to the south of this is Rock Island Cove and the small village of Germantown.

Having described, somewhat fully, the islands of the harbor, and the various passages around and among them, as well as the numerous small coves or harbors connected therewith, it will not be improper, before closing the subject, to say a few words concerning the group of islands which is situated at the entrance lying just north of Hull, and separated from it by the Main Ship Channel. But before proceeding to this description, it may be well to give the reader an idea of its principal entrance, usually known as the Main Ship Channel, lying between the promontory on the south on which is situated the town of Hull, and the cluster of islands on the north known as the Brewsters, and forming the most important part of the singular group to be described.

This entrance is about two miles long, and little over a mile in width, the deepest water being on the northern side, near the Great Brewster, and its appendages,—the Little Brewster (upon which is the Outer Light), and the Long Spit (at the western extremity of which is Bug Light).

In going out of the harbor, having left the Narrows, the first obstacle that in former days had to be avoided is Corwin Rock, that lies on the south, in the flats directly on the east side of George's Island. This rock, and also Tower Rock, about one hundred feet distant, which have always been considered among the great dangers of the harbor, were removed during the years 1868 and 1869 by submarine drilling and blasting, under the direction of Major-General Foster, to the depth of twenty-three feet at mean low water. A

short distanee farther on is the odd-looking strueture, representing a light-house upon iron stilts. This is on a large roek, at the extreme western end of the spit, and is sometimes known as the Spit Light, and more frequently as Bug Light, although it is generally known to seamen as the "Light at the Narrows." It has a fixed red light, and can be seen in pleasant weather about seven miles. The structure is painted of a dark eolor, and its lantern is about thirty-five feet above the level of the sea. It was built in 1856, and is intended, when in range with Long Island Light, to lead the mariner elear of Harding's Ledge, a most dangerous obstaele about two miles out at sea. The Blaek Buoys Nos. 7, 5 and 8, on the south, warn of the danger of the Centurion and Kelley's Roeks; and Red Buoy No. 6, on the north of the passage, of the shoal and kelp ledges of the Great Brewster's spit. Farther on, before the light-house is reached, are Nash's Roeks; and then, about two and a half miles beyond the light-house is Thieves' Ledge, very dangerous to seafarers, but a good fishing ground for pleasure parties.

In this eonneetion it may be well to refresh the reader with an idea of the mouth of the harbor as it appeared in the olden time. Mr. William Wood, in his book entitled "New Englands Prospeet," printed in 1634, says, "It is a safe and pleasant Harbour within, having but one eommon and safe entranee, and that not very broad, there searee being roome for 3 ships to eome in board and board at a time; but being onee within, there is anchorage for 500 Ships. This Harbour is made by a great eompany of Ilands, whose high Cliffs shoulder out the boistrous Seas, yet may easily deceive

any unskilfull Pi ote; presenting many faire openings and broad sounds, which afford too shallow waters for any Ships, though navigable for Boates and small pinnaces. The entrance into the great Haven is called *Nantascot*, which is two leagues from *Boston;* this place of itselfe is a very good Haven, where Ships commonly cast Anchor, until Winde and Tyde serve them for other places; from hence they may sayle to the River of *Wessaguscus*, *Naponset*, *Charles* River, and *Misticke* River, on whieh Rivers bee seated many Townes. In any of these fore-named harbours, the Seamen having spent their old store of Wood and Water, may have fresh supplies from the adjaeent Ilands, with good timber to repaire their weather-beaten Ships: Here likewise may be had Masts or Yards, being store of such Trees as are useful for the same purpose."

This ancient description may appear too faneiful for the modern reader, who has quietly passed through the great channels of the harbor, and never seen the large trees which would be required to perform the wonders described by Mr. Wood, but it was undoubtedly true when written; and it is hardly to be expected, with the present size of the merchant vessels that sail from this port, that three should attempt a passage through the Narrows abreast. The uncertainty of this entrance without experienced pilots was deeply felt at the time of the Revolutionary war, when the Magnifique was lost. So was it a few years previous, when the Count d'Estaing, on the twenty-fourth of August, 1778, entered the harbor. During his short stay, for he left on the fifth of November following, one of his vessels, the Somerset, earrying sixty guns, foundered on the thirtieth of October.

CHAPTER XLVI.

ISLANDS AT THE MOUTH OF THE HARBOR.

How the Islands at the Mouth of the Harbor obtained their Names ··· Granted to Hull in 1641 ··· Some of them granted to John Leverett in 1652 ··· The Great Brewster ··· Little Brewster ··· Boston Light-house, first built in 1716 ··· Light-house Keepers, Worthylake, Hayes and Ball ··· Light-house injured by Fire in 1751··· Destroyed in 1775, Repaired and Blown Down in 1776 ··· Rebuilt in 1783-4 ··· Island ceded to the United States in 1790 ··· The Middle Brewster and its Houses ··· The Outer Brewster, with its Spring and Artificial Channel ··· Egg Rocks ··· Calf Island, with its Grove and Beaches ··· Little Calf Island ··· Green Island and its Singular Inhabitant ··· Rocks and Ledges ··· The Graves ··· Thieves' Ledge ··· Harding's Rocks ··· Minot's Ledge Light-house.

THE last chapter completed the description of what is strictly called Boston harbor; but this would be incomplete, should the group of islands at its entrance be passed by without notice. These islands lie between the Main Ship Channel on their south, the Middle Ground on their west, Broad Sound on their north, and the ocean on their east. Most of them took their name at the time Mr. Isaac Allerton, the famous agent of the Plymouth Colony and a passenger in the May Flower in 1620, coasted by them on his way to Salem on a visit to the Massachusetts Bay.

Most all of these islands were granted to the town of Nantasket, now Hull, on the second of June, 1641; yet, by the following record of the twelfth of October, 1652, it is evident that Captain John Leverett, who was

afterwards Major-General of the Colony, and subsequently its Governor, became the legal possessor of some of them: "Vppon the petition of Capt Joh: Leuerett, this Court doth graunt vnto him all those small ilands lying within the bay betweene Allerton Poynt & Nahant, not hereto fore graunted; his father putting in money into the common stocke in the beginning of this plantation, for which he neuer had any consideration." Here is noticed an act of justice done to the eldest son of a good old man, who had died a creditor to the colony; for it appears by the records of the First Church in Boston, that "the Elder, Mr Tho: Leueritt died the 3: of ye 2 mo: 1650," having been particularly serviceable to the church, town and colony. On the eighth of March, 1685–6, Robert Coomes of Hull, mariner, and Sarah his wife, for the small sum of £4, convey to John Loring of Hull the Brewsters and other islands, stating in the deed of conveyance that they had been granted to said Coomes by the town of Hull.

The first of these islands, as the harbor is left, is the Great Brewster, which contains about twenty-five acres of land, a great bluff very imperfectly protected by a sea-wall being very prominent on its easterly and southeasterly parts, which form what is called its Southeast Point. This island was purchased in November, 1848, by the City of Boston, of Mr. Lemuel Bracket, and a certain portion of it was ceded in January, 1849, to the United States for the purpose of building a sea-wall for the protection of the harbor. From this extends westerly, a mile and a half, a long spit, formed of debris, which is dry at low tides, and upon the extremity of which is the Beacon or Bug Light, mentioned in a pre-

vious chapter. Southeast of the main body of the Great Brewster, and connected with it by a bar which is exposed to view at low water, is Light-house Island, frequently in ancient writings called the Beacon Island, and sometimes the Little Brewster. It owes its importance to its imposing position, and as having in early times been selected as the site of the chief lighthouse of the harbor. This has its West Point.

The inhabitants of Boston began very early in the last century to take into consideration the subject of establishing a light-house at the entrance of their harbor, so large had become their commerce with foreign countries, and their trade with all the other seaport towns of the American colonies. On the ninth of March, 1712–13, as was customary with the good people of the town, a meeting of the inhabitants, qualified to act in the town's affairs, was called and held; and, among other matters of business, the question of providing for a lighthouse was introduced, and it was "voted, that the consideration of what is proper for the town to do ab^{t} a Light-Hous, be referred to the select men." In the course of time the matter was introduced into the meetings of the General Court, the town of Boston proposing to put up the building and maintain the light by rates levied upon commerce, as will be seen by the following vote, passed by the townsmen in general town meeting, held on the thirteenth of May, 1713, "*Voted*, That in case the Gen^{ll} Court shall see cause to proceed to the establishment of a Lighthouse for the accommodation of vessels passing in and out of this harbour, That then the Selectmen or the Representatives of this town be desired to move to the s^{d} Court that the Town of Boston as a Town may have the prefference before any perticuler

persons in being concerned in the charge of erecting & maintaining the same, and being Intitled to the Proffits and Incomes thereof."

On the ninth of June, 1715, the General Court of the province passed the following: "Ordered, That a Lighthouse be erected at the charge of this Province, at the Entrance of the Harbour of Boston, on the same Place and Rates proposed in a Bill, projected for the Town of Boston's doing it, accompanying this vote, and that a Bill be drawn accordingly." On the fourteenth of the same month it was ordered in the House of Representatives, "that Mr. William Payne, Col. Samuel Thaxter, and Col. Adam Winthrop, with such as the Honourable Board shall joyn, be a Committee to Build a Light House, at the Entrance of the Harbour of Boston, pursuant to the Votes of this Court"; and the order was sent up to the council for concurrence, and Hon. William Tailer and Addington Davenport, Esq., were added from that body, and the order approved by Governor Joseph Dudley.

A bill was introduced into the House on the seventeenth of the same June, entitled "An act for Building and Maintaining a Light-house upon the Great Brewster, called Beacon Island, at the entrance of the Harbour of Boston," and was passed through the various stages of legislation, until it was finally enacted in July. The act, as passed, commenced and ran on as follows: "Whereas, the want of a Light-house at the entrance of the Harbour of Boston, hath been a great discouragement to navigation, by the loss of the lives and estates of several of His Majesties subjects; for prevention whereof: Be it enacted by His Excellency the Governor, Council, and Representatives in General

Court assembled, and by the authority of the same, that there be a light-house erected at the charge of the Province, on the southernmost part of the Great Brewster called Beacon Island, to be kept lighted from sun-setting to sun rising. That from and after the building of the said light-house, and kindling a light in it, useful for shipping coming into or going out of the Harbour of Boston, or any other harbour in Massachusetts Bay, there shall be paid to the receiver of imposts, by the master of all Ships and Vessels, Exeept Coasters, the Duty of One Peñy per Ton, Inwards; and also One Peñy per Ton, Outwards, and no more, for every Ton of burden of the said Vessels before they Load or Unload the Goods therein." The remainder of the aet states what the measure of the vessel shall be, and also what shall be accounted coasters; and after providing for the collection and recovery of duties, together with other necessary details, declares that the keeper, who shall be appointed from time to time by the General Court, "shall carefully and diligently attend to this Duty at all times in kindling the Lights from Sun-setting to Sun-rising, and placing them so as they may be most seen by vessels coming in or going out," etc. Englishmen would say that this aet was passed the first year of the reign of King George the First.

In consequence of the determination to build the light-house, application was made to the proprietors of the undivided land of Hull for a grant of the Little Brewster (or Beaeon Island) for the purpose. The result of the request may be seen in the following extraet from the Hull Proprietory Records, as determined upon on the first of August, 1715, and entered upon the reeords by Mr. Joseph Benson, the elerk:

"At a legal meetting of the proprieters of the undiuided land in Township of Hull held one munday the first day of August: Liutenant Goold Seenior was chosen Morderattor for the work of the daye.

"At ye s^d^ meeting Co^ll^ Samuel Thaxter applied himself to the s^d^ proprieters in the name of the Committee appointed by the great and ganarall eorte in there sessions In June 1715 for the bulding of a light house one Beaeken Island so ealed adioyning to the greate Brusters northerly from the toun of Hull and being part of theire tounship the s^d^ proprieters being eensable that it will be a ganarall benifit to Trade and that thay in pertieuler shall rape a greate benifite thereby haue at the s^d^ meeting by a Unanimus voate giuen and granted the s^d^ Beeean Island to the prouinee of the Massatusetts Bay for the use of a light house for euer: To Be disposed of as the gouerment shall see meet: prouided that the s^d^ proprieters of the greate Brusters be keept harmless."

The eommittee appointed to take eare for the building of the light-house not having leisure, as the General Court Reeords state on the twenty-fifth of Deeember, 1715, to oversee and direct that work, it was "ordered that the oversight of that work be eommitted to Mr William Payne and Capt Zaehariah Tuthill, to earry on and finish the same agreeable to the Adviee and Direction they shall from Time to Time reeeive from the said Committee, and that the sum of Sixty Pounds be allowed to them for the whole of that serviee when it shall be eompleated." This order of the House was eoneurred in by the council, and eonsented to by Lieutenant-Governor William Tailer, — he who had been appointed the ehairman on the part of the eouneil.

In this stage of affairs it became necessary that a competent keeper should be selected and appointed; therefore, on the twenty-fifth of June, 1716, the commissioners were empowered to procure a suitable person for the purpose, who was to be allowed fifty pounds a year, his salary to begin "when the lights are set up."

The commissioners charged with the duty of building the light-house undoubtedly attended faithfully to the business; for, on the seventh of November, 1716, the first day of the fall session of the General Court, Mr. William Payne presented to the House an account of the charge of building the same, amounting to £2,385, 17*s.* 8*d.* half-penny, whereof £1,900 had been paid, which was referred to a committee, who, on the seventeenth of the same month reported favorably, and the account was allowed and the balance ordered to be paid.

The first light-house keeper was George Worthylake, a husbandman, forty-three years of age, who had been brought up in the harbor; for his father, who bore the same name, had been for many years previous a resident of Pemberton's Island, now called George's Island. He himself appears to have dwelt upon Lovell's Island at the time, where his farm was, and where his son resided after his death. How much was paid him for his services the first year has been stated already; but for his second year he was allowed seventy pounds, he having petitioned the General Court for an increase of salary on account of the loss of fifty-nine sheep, which were drowned during the winter of 1716 and 1717, they having been driven into the sea by a storm, through want of his care of them, when obliged to attend the light-house. Mr. Worthylake was unfortunately drowned,

together with his wife Ann, and daughter Ruth, on the third of November, 1718. This incident was the origin of the ballad, called the Lighthouse Tragedy, which Franklin says he was induced by his brother to write, print and sell about the streets; and which he also says sold prodigiously, though it was "wretched stuff." Notwithstanding the great sale, and consequently extensive distribution of the ballad, not a copy of it is known to exist, nor has tradition transmitted to us a single line of its verses. The unfortunate Mr. Worthylake had hardly been placed in his grave on Copp's Hill, before several petitions were sent to the General Court, requesting the appointment of persons to the office. That of Mr. John Hayes, a mariner, recommended on the sixth of November, 1718, by the merchants of Boston as an experienced mariner and pilot in the harbor, and as an able-bodied and discreet person, prevailed; and he was chosen to office on the eighteenth of the same month.

It is supposed that the light-house went on well under the management of Captain Hayes, for we hear nothing particularly about it until the twenty-second of August, 1733, when Captain Hayes, tired of the position, resigned his office to take place on the eighth of November; and Mr. Robert Ball, recommended by the Boston merchants, was elected on the twenty-third of August, to fill the place. Captain Ball dwelt upon the island, and appropriations were made frequently during the years of his service for repairing the light-house, and also his dwelling-house.

Nature seems to have provided a most remarkable site for this useful structure. The Light-house Island (or Beacon Island) might well be called a huge island rock; for it contains in surface about two or three acres,

on three-quarters of an acre only of which is soil, and is only connected with the Great Brewster by means of a narrow bar, which is covered by the ocean at the high tides. The main ship channel, which passes by it, under the name of Light-house Channel, is quite narrow and deep; so that ships have to pass within a very short distance of the island on entering and leaving the harbor.

The old light-house was much injured by fire in 1751, and was repaired with considerable care and expense, so that it answered the purpose for which it was intended until its final destruction, in 1776. It had been struck several times by lightning, and it was with much difficulty that prejudices could be overcome so as to allow of its protection by lightning rods.

During the American Revolutionary War this building fared hard. While it was in the possession of the British, the Provincials frequently burnt its combustible parts, the tower built of brick being allowed to stand. Major Benjamin Tupper, with a party, went from Milton on the nineteenth of July, 1775, and destroyed all its woodwork and the glass lantern; and after it was repaired by order of the British Admiral Graves, he destroyed it again on the thirty-first of July of the same year. The British were compelled to evacuate the town of Boston on the seventeenth of March, 1776; they did not, however, immediately leave the harbor, but for a short time did all the mischief they could to the Castle and to the buildings upon the several islands within their reach. On the thirteenth of June, 1776, nearly three months after the British were obliged to take refuge on board their vessels, the Continentals began to bring their guns to bear on their enemy, and on the fourteenth, Mr. Ezekiel Price narrates, "about six

o'clock (by some accident or mistake the cannon could not be fired before), the cannon began from Long Island to play upon the shipping which obliged them to weigh their anchors, and make the best of their way out of their harbor. As they passed Nantasket and the Light-house, our artillery gave them some shot from Nantasket Hill. The enemy sent their boats on shore at the Light-house Island, and brought from thence a party, there placed, of Regulars; after which they destroyed the Light-house, and then the whole fleet made all the sail they could, and went to sea, steering their course eastward." The commander of this ship, the Renown, of fifty guns, Captain Bangs, after taking off his men from the island, left a quantity of gunpowder so arranged that it took fire in about an hour afterwards, and blew up the brick tower.

On the eighth of November, 1780, Governor Hancock sent a message to the legislature, recommending that a light-house should be erected at the entrance of the harbor upon the site of the old one, which had been in ruins more than four years. In due time the legislature acted upon the recommendation, by appointing a committee, from which, after much urging, they obtained a report on the eighth of October, 1783. From this resulted the building of the light-house, and the passage of an act relating to light-houses. This building was erected of stone, and was sixty feet high, or seventy-five with the lantern. The diameter of the base of the tower was about twenty-five feet, and that of the top fifteen feet. The wall at the bottom was seven and a half feet thick, and the top two and a half feet; making the outside conical, with a cylindrical opening in the centre of ten feet, for stairs, etc. The lantern, octago-

nal in shape, was fifteen feet high, and about eight and a half in diameter. It was illuminated by four lamps holding each a gallon of oil, and having four burners to each. Until the United States took jurisdiction of the light-houses on the coast, it was under the control of the Governor and Council, and its expenses defrayed by the duty upon vessels, called "light money," which was a shilling a ton on all foreign vessels, and two pence half-penny on American vessels clearance. Light-house Island was ceded to the United States on the tenth of June, 1790.

The present light-house has been refitted several times since its erection in 1783. In 1856 the apparatus was renewed by H. N. Hooper & Co., of Boston, and consisted of fourteen twenty-one inch reflectors, arranged to show two faces of illumination of seven reflectors each, the whole made and fitted in the most perfect manner, and, when lighted, each face displayed during a revolution (for the lights revolved) an area of about sixteen square feet. It was considered by ship-masters as the best on the American coast. In January, 1860, the old tower was raised in height, now measuring in altitude about ninety-eight feet above the sea level, and new illuminating apparatus adopted. The white tower with its black lantern and revolving light, which can be seen at a distance of sixteen nautical miles, if the weather be fair and the sky clear, is an imposing object, with its neighbor, the fog bell, when viewed from vessels entering or leaving the harbor. The wharf conveniences to the Light-house Island are amply sufficient for their intended purposes.

Northeast of the Great Brewster is the Middle Brewster, composed almost entirely of rocks; but it has

upon it about ten acres of fair soil fit for cultivation. This island has several rudely-constructed houses upon it, which mostly are sustained by props, to prevent their being blown down by the wind, which at some seasons of the year rages violently at the mouth of the harbor. In these tenements reside the families of fishermen and other seafaring men.

Farther east lies the Outer Brewster, apparently a huge mass of rocks; yet within its rough exterior is contained an oasis of about five acres of good soil, and a natural pond and spring of fresh water. A small house in this fertile spot is occupied in summer, but not in winter, on account of the unapproachable condition of the island. This island is one of the most romantic places near Boston, far surpassing Nahant in its wild rocks, chasms, caves and overhanging cliffs. An artificial channel, hewn in the rock by the late Mr. Austin, nearly divides it into two islands. This was intended as a haven for small vessels, and, with the gate at its mouth, it furnished a good dock when occasion required. The owners of this property have, from time to time, expected to realize much by the sale of stone for building purposes. This island has its North Point, and formerly had Eastermost Tree at its east head. Between the Outer and Middle Brewster is a small passageway, called Flying Place.

South of the Outer and Middle Brewsters lie the Egg Rocks, frequently called the Shag Rocks. These are dangerous to mariners, and have caused shipwrecks, which a beacon-light would have prevented. The great calamity of November, 1860, when the Maritana was lost, and twenty-six men perished, should be a sufficient warning for the United States authorities to proceed at

once to the erection of some suitable protection against such dreadful losses.

As the Brewsters make the northern boundary of the mouth of the harbor, so does Point Allerton form the southern. This remarkable headland is fast wearing away; but it is hoped that the sea-wall to be commenced in 1870, under the direction of Major-General Foster, will, when completed, prevent this great injury to the harbor.

North of the Brewsters is Calf Island, containing ten acres and three houses, once known as Apthorp's Island, probably in respect to Mr. Charles Apthorp, once the owner of Long Island and other property in immediate connection with the harbor. On this island is a very pretty grove of wild cherries, some pleasant beaches, and wild basaltic rocks. At its easterly point are rocks called Pope's Rocks, and North Rocks. North of it is what is generally called the Little Calf, which is uninhabited.

Just north of the group above described is Green Island, perhaps the least pleasantly situated of all the islands at the mouth of the harbor; yet it is not uninhabited. It was known a hundred years ago as the North Brewster, and contains one apology for a house. At the time of the destruction of the Minot's Ledge Light-house, in 1851, the tide rose so high that its two inhabitants had to be rescued by one of the pilot boats. On this island has resided for many years a strange being, singular in his habits, and possessing a very independent spirit. Mr. Samuel Choate was not far from seventy years of age, when, in February, 1865, the inclemency of the season was so great that he was temporarily compelled to leave his chosen abode of twenty

years, and accept the protection of the Harbor Police. It appears that, in his younger days, he was an ordinary seaman, and that, about the year 1845, he established himself upon the island, where he dwelt in a rudely-constructed hut, sustaining himself by fishing, and subsisting on fish, lobsters, and mussels. For many years, inducements were offered him to pass his winters where he could be made more comfortable, but to no effect, until the severity of the weather was such that he must necessarily have perished but for his timely rescue. He had been brought up to Boston once before on the eighth of July, 1862, when his boat had been broken to pieces; but preferring his hermit life, returned again to his island. On the eighth of February, 1865, he was sent to the almshouse at Bridgewater, where he subsequently died. This island has what is called its South Point.

West of Green and Calf Islands are Alderidge's Ledge, Half-Tide Rocks, the Devil's Back (dry at low water), Maffit's Ledge, and Barrel Rock. This last named rock, which was a great obstruction to navigation on account of its dangerous position, was entirely removed by Major-General Foster in 1869. It was an immense boulder of Medford granite, and was undoubtedly carried there by some ancient glacier. East of Shag Rock is Boston Ledge, marked by Red Buoy No. 4. East of the Outer Brewster are Tewksbury Rock and Martin's Ledge, the latter marked by Red Buoy No. 2. Northeast of Green Island are Sunken Rocks, and, still farther to the east, are the Graves, so truly and fearfully named, although they have been supposed to have derived their name from Admiral Graves, who touched them in the days of the Revolution. Farther

out to sea, easterly, about three miles, and north and south of the main ship channel, are Thieves' Ledge and Harding's Rocks, the most dangerous obstacles to the entrance of the harbor. The Big Harding is four feet high, as seen at low water. About six miles southeast of the Harding's is Minot's Ledge Light-house. The original structure was erected in 1843; this was destroyed by the great storm on the sixteenth of April, 1851, and the deposit for the foundation-stone of the new building was made on the second of October, 1858, and its light first exhibited on the fifteenth of November, 1860.

With this chapter, the description of the harbor closes; nevertheless, another chapter will be given, for the purpose of showing the ancient sailing directions for vessels entering the harbor, and for a condensed sketch of the usual route out of the harbor.

CHAPTER XLVII.

RECAPITULATORY DESCRIPTION OF THE HARBOR, AND DISTANCES.

Recapitulatory Description of the Harbor ··· Ancient Sailing Directions for Entering the Harbor ··· Synopsis of Preceding Description ··· Starting Point, Liverpool Wharf ··· Fort Point Channel ··· Objects in View ··· Main Ship Channel, First Course ··· Second Course ··· Courses to Castle Island and Governor's Island ··· Objects in View ··· Several Courses ··· Courses to Thompson's and Spectacle Islands ··· Back Way ··· Third Course ··· Courses to Long Island and Deer Island ··· Courses to Nahant, and over Broad Sound ··· Hypocrite Passage ··· Fifth Course ··· The Narrows ··· Course to Rainsford Island ··· Sixth Course, to the Sea ··· Table of Sailing Distances ··· Table of Linear Distances.

The reader having been carried out "beyond the Light," it will be proper to pilot him back again to Boston, and for this purpose his attention is called to the following sailing directions, which are those that were in use at the close of the Revolutionary War. They show conclusively that the harbor, and its various channels, were as well known to the mariners of the olden time, as they now are to those of the present day. Rev. John Malham, the author of Navigation Made Easy and Familiar, and of other works on naval affairs, says in his Naval Gazetteer, that, "Boston in Massachusetts, N. America, is situated on a peninsula at the bottom of a spacious bay, which is covered with small islands and rocks, and defended by a castle and battery. It forms a crescent about the harbour, and has a beautiful prospect from the sea. The Brewsters Islands are on the N side of the passage. The only safe channel into the harbour is so

narrow, that 3 ships can scarcely pass in a breast, and it is full of islands; but 500 ships may anchor within, in a good depth of water. There are proper marks to guide ships into the fairway. A light-house, with one lanthorn, is on Light House Island at the entrance of the bay for that purpose; it is the first island to the N of Point Alderton, and between them is the fair way of the channel in directly W about a mile within the Point, in 9, 8, 7, and even 5 fathoms.

"From this situation, there are two channels to the town, which lies N W. The northernmost is first to N W, by W, about a mile, nearly towards the Middle of the E side of George's Island; then more N for half a mile, keeping nearly parallel with the coast of that island, so as to avoid the rocks on that side of the island on the larboard, and the spit of a sand that runs W from the Great Brewster (which is to N W from Light House Island;) it then turns more westerly to the S W side of Lovel's Island, keeping in 5 fathoms at low water till off that point, where there is a fathom less. Keep up nearly N on the W side of Lovel's Island till abreast of the N end of it, and then veer away N W, and soon after W, in 3 and 4 fathoms alternately round Nick's Mate Island, the northernmost of two small islands on the larboard. The southernmost is called Gallop Island, the N E end of Long Island is nearly W of that about a mile; steer about W, as far as the middle between that and the N end of Spectacle Island, about a mile farther also to the W, and then N N W, till almost close with a small island, called Castle Island on the larboard. Between this and Governor's Island on the starboard, sail about N N W, till abreast of the N end of the Starboard Island; this part of the passage has

the least depth, not above 2 fathoms at low water; from hence proceed N W, till pretty near the S end of an island on the starboard called Noddle's Island, almost 2 miles, when Boston will lie directly W about a mile.

"The southernmost channel, goes off to the S of W along the S end of George's Island, and then N W, leaving that and Gallop's Island on the starboard. Then the course turns away S W, nearly in the middle way between the S E side of Long Island on the starboard, and some small islands and sands on the larboard. Round the S W point of that island, and turn again N W by N, nearly at an equal distance from the E end of Moon Island on the larboard, which is rocky, and the said point. Here is the shoalest part of this channel. Then run up about N N W till abreast of the E end of Thompson's Island on the larboard, and then N W to clear the W point of Spectacle Island on the starboard. Having cleared this, run up N till Castle Island, before mentioned, bears N W, when the two channels again unite.

"The N W winds prevail here from October till February; and during that season, as they generally blow very strong, and are excessively cold, ships can make no port on this coast. Regard must also be had to the setting of the tides and currents between the islands; and unless persons are well acquainted, pilots may be considered as necessary."

Notwithstanding the wintry prevalence of the northwest winds, there are others, the northeast, that do great damage to the harbor, by producing the abrasions which wear away the headlands. Fortunately the ingenuity of man, empowered by the fostering care of the general

government, is in a fair way to protect the harbor from these unwelcome results, and, by deepening and widening its channels, and removing its dangerous obstacles, to make it one of the best, as well as most capacious, of the great ports of America.

Perhaps, before leaving the subject of Boston harbor, it will be well to review the preceding description, and reduce the whole to a synopsis so brief that it can be easily read during a trip "down the harbor"; and, for this purpose, the reader will proceed on his voyage, leaving the peninsula at Liverpool wharf, the well-known starting-point of the Hingham steamboat.

Taking departure from Liverpool wharf, the reader will find himself in the channel which separates the southeasterly part of the peninsula from the extensive flats of South Boston. This passage proceeds from South Bay (or Roxbury harbor), and is known as Fort Point channel, in consequence of flowing by the site of the ancient fort on Fort Hill, and the South Battery (or Sconce) formerly situated where now are India and Rowe's wharves.

When a little off from land, he can see, on the north, Charlestown Navy Yard (between Charles and Mystic Rivers), the city of Chelsea, and Noddle's Island (now East Boston); on the south, over the flats, is south Boston, which was detached from Dorchester in 1803, and annexed to Boston. On the east, he can see, at low tide, Bird Island shoal, with its Beacon and Red Buoy No. 6, near East Boston, and Apple Island (with its tall trees) miles off in the distance. These he will leave on his left hand in proceeding down the harbor; for, just after getting into the stream of the Main Ship Channel, he must change his course and take a direction southeast by east.

On the south side of this channel, at his right hand, he will pass by Slate Ledge in South Boston Flats, marked by Black Buoy No. 11, and the Upper Middle, a shoal in the same flats, marked by Black Buoy No. 9, a noted object in the main channel, a very little short of two statute miles distant in a straight line from the end of Long wharf.

At Black Buoy No. 9, the course is to be changed to southeast by south; and leaving Governor's Island and its fort (named after Governor John Winthrop) on the left, and the Upper Middle Shoal on the right, the reader will pass along about a mile and a quarter before coming to another change of direction. In this course he will pass by Red Buoy No. 11 (at the southerly point of the flats of Governor's Island), and here he can make for Castle Island wharf on his right, and visit Fort Independence; or he can pass on to the end of the course, leaving on his left the Lower Middle Shoal with its Buoys (Nos. 10 and 8 Red), and Buoy No. 7 Black. From this point there can be seen, on the north, Governor's Island, Apple Island, Snake Island, Point Shirley, and Deer Island with its buildings for the city institutions; and on the south Thompson's Island, with its buildings of the Boston Asylum and Farm School for Indigent Boys, and Spectacle and Long Islands.

At this point, between Red Buoy No. 8 and Black Buoy No. 7, three courses may be taken; the westerly one running a little west of south to Thompson's Island wharf, the southerly one in a south-southeast course (through the Back Way, between Thompson's and Moon Islands on the right, and Spectacle and Long Islands on the left), and the easterly one running direct for the mouth of the harbor, leaving President

Roads on the left, and Spectacle and Long Islands on the right.

The last of these courses is about two miles and three-quarters long, and is the Main Ship Channel. Its direction by the compass is east three-fourths south, and its eastern extremity is near Black Buoy No. 9, three-quarters of a mile northeast of Long Island Light, and close by the north edge of the shoal called Nix's Mate, on which the black pyramidal monument stands. Before reaching this point (by a mile and a half), the reader can approach the wharf of Long Island on his right, or the wharf of Deer Island on his left, the former being about a mile distant, and the latter a mile and a half. In a direct line, these wharves are two miles apart. While in the neighborhood of Nix's Mate, Rainsford Island, with its old hospital and quarantine buildings, can be seen on the south, and Lovell's, Gallop's, and George's Island on the southeast, and the new Quarantine Road and the Middle Ground at the north.

After passing Nix's Mate, there are many courses that may be taken; one, northeast one-half east, passes over the Middle Ground directly to Nahant, and to sea; one east-by-west one-half north, proceeds also to sea, while it leads to Hypocrite Passage; the southeasterly course leads through the Narrows, between Lovell's Island and Bug Light on the left, and Gallop's and George's Islands on the right. This last course, which is the Main Ship Channel, is about two miles long, in a slightly curved line, and terminates midway between Windmill Point at Hull, and the Outer Lighthouse, which are two miles apart.

Rainsford Island is approached from the Back Way by a northeast-by-east one-half east course, or from the

Narrows in a southwesterly direction. Fort Warren, on George's Island, is reached from the Narrows by a southerly course, as is also Pettick's Island and Hull. The way to Hingham passes between these last-named places, and is exceedingly tortuous South of George's Island lie Nantasket Roads, and east of it is the main channel which leads out of the harbor, running near the Bug Light and Black Buoy No. 5, and Red Buoy No. 8, among Rocks and Ledges. From this point the course is due east about two miles; thence the direction is turned to a course running east-southeast to sea.

The following table of sailing distances, given in statute miles, will show how far the wharf or landing point of each of the principal islands is from the easterly end of Long wharf.

	Miles.
East Boston Ferry	½
Bird Island Shoal	1
Slate Ledge Buoy	1
Upper Middle Buoy	1¾
Governor's Island	2
Castle Island.	2¼
Lower Middle Buoy (west)	2½
Lower Middle Buoy (east)	3½
Thompson's Island	4¼
Spectacle Island	4
Moon Island	5
Apple Island (by Bird Island Passage)	2¾
Apple Island (by Main Ship Channel)	4½
Long Island	5
Deer Island (by Bird Island Passage)	4¼
Deer Island (by Main Ship Channel)	5½
Point Shirley (by Bird Island Passage)	4
Point Shirley (by Main Ship Channel)	6
Snake Island (by Main Ship Channel)	7
Nix's Mate	5¾

	Miles.
Lovell's Island	6½
Gallop's Island	6¾
George's Island	7
Rainsford Island (Back Way)	6½
Rainsford Island (by Main Ship Channel)	8
Bug Light	7½
Pettick's Island	8¾
Hull	8½
Outer Lighthouse	9
Point Allerton	9¼
Outer Brewster	10½
The Graves (by Main Ship Channel)	12½
The Graves (by Broad Sound)	10½
The Graves (by Black Rock Channel)	11½
Thieves' Ledge	11¾
Harding's Ledge	11½
Minot's Ledge Lighthouse	16¾

Frequent inquiry is made, by persons passing down the harbor, as to the exact linear distance of certain objects from one another; therefore, in this connection, it has been deemed advisable to prepare the following short table from measurements made in statute miles. The reader must take notice, however, that it requires about one and one-eighth statute miles to make a nautical mile, such as is used by mariners in their computations: —

	Miles.
From Long wharf to Fort Winthrop	2
From Long wharf to Fort Independence	2½
From Long wharf to Fort Warren	6½
From Long wharf to Deer Island wharf	4¼
From Long wharf to Long Island Light	5¼
From Long wharf to Gallop's Island,	6¼
From Long wharf to Bug Light	7¼
From Long wharf to Hull	7¾
From Long wharf to Boston Outer Light	8¼

	Miles.
From Long wharf to the Graves	9½
From Long wharf to Harding's Ledge,	11
From Long wharf to Point Allerton	9
From Fort Independence to Fort Winthrop	1
From Fort Independence to Long Island Light	2¾
From Fort Independence to Fort Warren	4½
From Long Island Light to Bug Light	2
From Long Island Light to Boston Outer Light	3½
From Long Island wharf to Deer Island wharf	1¾
From Windmill Point in Hull to Boston Outer Light	2¼
From Hull wharf to Hingham wharf	4¼
From Point Allerton to Boston Outer Light	1¼
From Boston Outer Light to Thieves' Ledge	2
From Boston Outer Light to Nahant wharf	6
From Boston Outer Light to Harding's Ledge	2¾
From Harding's Ledge to Minot's Ledge	5

The reader having made his way out of the harbor and to sea, can easily return, if he pleases, through Hypocrite Passage, over Broad Sound, through Shirley Gut, to the harbor.

CHAPTER XLVIII.

ANCIENT STYLE OF BUILDING, AND THE OLD LANDMARKS.

Ancient Landmarks, mostly demolished ··· Disappearance of their peculiarities ··· Location of the First Houses ··· First Buildings framed ··· Mud Houses ··· Stone and Brick Houses rare at first ··· Wooden Structures with thatched roofs ··· Peculiar roofs ··· Change of Style of Building in 1679 ··· Houses with Jetties and Pendills ··· Rough-cast Buildings ··· Different styles of Laying Bricks in different Periods ··· Construction of the Houses of the First Settlers ··· Chimneys and Fireplaces, Arrangement of Rooms ··· Style of Windows ··· Window seats and Buffets ··· Peculiarity of the Old Public Buildings ··· Public Buildings erected before the year 1800.

Boston, like all other old places, has been noted in times past for its peculiar landmarks, as exhibited in its old buildings. The greater number of these have been demolished, to make way for the improvements, which a rapidly increasing business, and, consequently, a largely augmented population, have made necessary. The period when these changes came about was that which immediately succeeded the old town regime, during the first few years after the adoption of the city charter, in 1822. Landmark after landmark has disappeared in rapid succession, and a few only of those that were erected during the first century of the town's corporate existence can now, in 1870, be found; and these have been so much altered in their appearance by modern art and innovation, that it is difficult to perceive any of their old characteristics, and the peculiarities of the style of construction which prevailed at the different periods of the town's history. None of these have any notable associations connected with them.

Nearly all the first houses were erected on the highway to Roxbury (which is the present Washington street), and upon the portion of Tremont street that is north of Winter street, with a few on the highways at the north end of the town, one of which was early known as the "way leading from the orange tree to the ferry" (now Hanover street), and the other as the "lowermost highway," being a narrow lane that occupied the street now known as North street. These streets were crossed by a few other short ones, and the whole, at first, were within a small limit, bounded on the North by the present Prince street, and south by Eliot street. For the first twenty years, there was hardly a building west of the present Tremont street, the most populous part of the town being on the streets above mentioned, with some small houses around the great cove, and here and there one in the neighborhood of Milk and Summer Streets, and Fort Hill, then known as Corn Hill. Consequently in these regions stood the old buildings, the ancient landmarks of the town, so many of which were removed during the time of the mayoralty of the elder Mr. Quincy.

The first settlers of Boston were generally persons who had been of consideration in the old country, and were not a set of merely mercenary adventurers; therefore, when they began their town, they generally built framed houses. Mud-houses were, indeed, known in the early days of the town; but these were very few in number, and, of course, were only occupied by the poorest and most abject of the colonists, — or, more correctly speaking, by their menials only. A few houses were built of stone, and some of brick; but these were exceptions to the general rule, until Boston had become over twenty years of age.

The first wooden structures were mostly one story in height, and had thatched roofs. As time wore on, the houses of those that could afford the luxury had two stories in front, with a shingled roof that ran nearly to the ground behind, leaving but one story to be seen. Subsequently, hipped, or double, roofs were in fashion; and after the great fire in 1679, houses were constructed with projecting stories, called jetties, and these were ornamented at their corners with pendills. About this time, building assumed a new style; the houses with jetties were many of them rough cast, covered with cement and small pebbles, and some with broken glass instead. Brick houses, three stories in height, with arched window caps, came in vogue about the same time, the frequency of fires making it necessary that a style of building more secure than that which had previously prevailed should be adopted in the thickly settled parts of the town. Gables, and occasionally towers, were first noticed in Boston about this time. The mode of laying bricks had its fashionable periods, also. The earliest style was the old English bond, which consisted of courses of bricks laid lengthwise, alternating with others laid endwise. A more common style that succeeded consisted of a row of bricks laid endwise after every seventh laid lengthwise. About the time of the Revolution, a very neat style was commenced, known to bricklayers as the Flemish bond, in which every row was laid with alternate bricks lengthwise and endwise, so as very neatly to break joints and preserve the bond. This last mode was continued some time into the present century, and then was superseded by the present style of bricklaying, in which the long edge of each brick is shown. Experts can undoubtedly determine very nearly

the age of brick buildings, by carefully noticing the bonds of the brickwork, as each style prevailed in use a little more than half a century.

The houses of the olden time were generally constructed with a large chimney in the centre. This supplied all the rooms with fireplaces, and the kitchen with an oven and ash-pit. The fireplaces were all substantial and capacious, many of them sufficiently commodious to accommodate the greatest part of the family during the cold seasons of the year. These were neatly paved with square tiles, of baked clay, and each had its mantle-shelf. Small Dutch tiles, decorated with views and artistic designs, ornamented those belonging to the parlors and sitting-rooms, and the hearths were laid with brick or sandstone tiles. Good housewives kept the bricks neatly reddened, and the stone jambs nicely painted with stone-dust. Although the bricks were generally cemented with plaster, made of shell-lime, the bricks of the chimneys and ovens were laid with clay.

The entrance to the houses was through a small porch into a small entry, which, by means of small doors at the right and left, communicated with the front rooms, one of which served as the parlor, or more generally as the sleeping-room of the old folks, and the other as the common room, which served for sitting-room, eating-room, or work-room, as occasion required, and communicated with the kitchen, pantry, dairy, and several bed-rooms; the last of which were sufficiently warmed from the common room. A portion of the garret, or second story, when one could be afforded, was appropriated for the spinning-wheel and loom, and the remainder to lodging-rooms and store-rooms. The windows were small, and the panes of glass correspondingly diminu-

tive,— sometimes oblong, and not unfrequently of a diamond, or lozenge shape. Window-seats oftentimes supplied the place of chairs, and buffets in the corner of the rooms answered well for the modern china-closet.

The old public buildings and houses of worship were just as peculiar in their architectural appearance as were the houses of the people. Of those that date back previous to the year 1800, the Old State House, at the head of State street, erected in 1712; Christ Church, in Salem street, dedicated in 1723; the Old South meeting-house, the corner-stone of which was laid on the thirty-first of March, 1729; King's Chapel, built in 1749–1754, Brattle street meeting-house, dedicated in 1773, and the State House, first occupied by the legislature on the eleventh of January, 1798, are all of this class that can be seen at the present day.

Some of these ancient landmarks of the early days of the town were quite notable; and, although they have passed away from sight, yet they remain in the remembrance of many of the older inhabitants. An attempt will be made in a few of the succeeding chapters to rescue these, while yet there is time, from the oblivion which would necessarily overtake them, unless an effort should be made at the present time, while the memory is yet sufficiently strong, to describe them as they last appeared to those who remember them well.

CHAPTER XLIX.

THE PROVINCE HOUSE.

The Province House, one of the last of the Ancient Landmarks of the Colony and Province ··· At first the private residence of Peter Sargeant ··· Anciently first in the possession of Thomas Millard ··· Mr. Millard's Neighbors ··· Estate purchased, in 1672, by Col. Samuel Shrimpton, and sold to Mr. Sargeant in 1676 ··· Boundaries and Extent of the Estate ··· House built by Mr. Sargeant in 1679 ··· Offered for sale on the death of Mr. Sargeant ··· The Province in need of a Governor's House, and action of the Legislature in reference to the purchase of Mr. Sargeant's House ··· Purchase in 1716 ··· Appropriation for Ornamental Hangings ··· Description of the Mansion House ··· How occupied during Provincial times ··· Ineffectual sale to John Peck, in 1796 ··· Granted to the Massachusetts General Hospital in 1811 ··· Leased for ninety-nine years to David Greenough, Esq., in 1817 ··· Alterations by Mr. Greenough ··· Hawthorne's Description of the House in its worst days ··· Alterations in 1851 ··· Destruction of the Building by Fire in 1864 ··· No recognizable vestige of the Old Province House left.

As Boston was, in the olden time, the chief town in New England, so it was also the place of residence of the most wealthy of the colonists, and contained many costly mansion houses, as well as the necessary buildings for managing the affairs of the colonial and town governments. Among the most distinguished of these edifices was that long known as the Old Province House, so designated on account of its age, and the purpose to which it was put during the time that Massachusetts was under the administration of the Provincial Governors, who were appointed by the sovereign power of the mother country agreeably to the provisions of the second charter, which was granted in the year 1691, for uniting the Colony of New Plymouth with the Colony

of Massachusetts Bay, in New England, and forming the Province of the Massachusetts Bay.

This old landmark, or what remains of it, is the last link of any great importance that can be traced back through the Revolutionary period of our country's history, and through the Provincial days of Massachusetts, to Colonial times. It has been generally supposed that it was erected, in earlier times, by the existing government of Massachusetts, for governmental purposes. But such is not the case. It was built, as a private enterprise, by one of the most opulent merchants of good old Colony times, Peter Sargeant, Esq. He had purchased the land, on the twenty-first of October, 1676, of Col. Samuel Shrimpton, one of the largest landholders of the town, for the small sum of £350. In the Book of Possessions, which dates back as far as the year 1643, it appears that Thomas Millard, who was a planter (so styled in those days), had, for one portion of his possession, an estate on the "High Street," or great highway leading to Roxbury, described as "one House and Garden bounded with Francis Lyle north, Thomas Grubb south, Arthur Perry west, and the Street east."

It may be interesting to some to know of whom the little coterie, the immediate neighbors of Mr. Millard, the planter, consisted. His nearest neighbor on the north was Mr. Lyle (or Lysle), a noted surgeon barber, who could undoubtedly "breathe a vein" or clip the hair to pure puritanic measure, as the case might be. Lyle's estate separated him from Samuel Hough, a disgusted and retired clergyman, who dwelt at the corner of the street that led to the Beacon, and which is now known as the southerly corner of School street, on Washington street. On the south was the residence of Mr. Grubb,

the leather-dresser; and on the rear, in a house fronting on the present School street, was Mr. Perry, the tailor.

In the course of events, Mr. Millard died; and his estate, which was encumbered, passed into the hands of Col. Samuel Shrimpton, a noted landholder, in 1672, the title not being perfected until 1674. Col. Shrimpton, as said before, sold the estate to Mr. Sargeant in 1676, at which time it measured eighty-six feet on the street, two hundred and sixty-six feet southerly on Paul Batt, the village glazier, seventy-seven feet westerly on the estate of the heirs of John Blowers, deceased, and two hundred and sixty-six feet northerly on land of the heirs of Thomas Robinson, also deceased.

After Mr. Sargeant had acquired a perfect title to his estate, he commenced building his house in the most substantial manner; and he completed it in the year 1679, and affixed upon the famous iron balustrade over the front door his initials and date, thus:

16 P. S. 79.

Mr. Sargeant was a Londoner, and came to Boston in 1667. He was as remarkable in his marriages as in his wealth; for he had three wives, his second having been a widow twice before her third venture; and his third also a widow, and even becoming his widow, and lastly the widow of her third husband. Mr. Sargeant died on the eighth of February, 1713–14, and his widow took her third husband on the twelfth of May, 1715, Simeon Stoddard, Esq.; and here was a fair race, — for she was his third wife, as well as he was her third husband; and, although he lived till the fifteenth of October, 1730, and then died in his eightieth year, she kept along until the twenty-third of September, 1738, eight years later, but died ten years younger in point of age.

When the widow married Mr. Stoddard, she had no further use for the place, for her new husband had one about as desirable; and therefore the estate was offered for sale. About this time (in March, 1713) Elizeus Burgess, Esq., an English gentleman, received from the King a permission to be Governor of the Province; and, in view of his comfort, for the Colonel was exceedingly popular with the Provincials, the Legislature desired to procure for him a commodious and dignified residence in the capital of the Province.

For this purpose a committee was appointed to ascertain what house could be procured, and on the third of June, 1715, "Capt. Noyes, from the committee appointed to consider of a suitable place for the reception & entertainment of Col. Burges upon his arrival to this Government, Reported that inasmuch as there is no suitable house to be let, and the Mansion House, land & garden, &c., of Peter Sargeant, Esq., deceased is now upon sale: The Committee are of opinion that it would be for the interest and benefit of this Province to purchase the same for their use and improvement."

On the fourteenth of the same month the House of Representatives passed the following preamble and order: —

"Whereas this House have credible intelligence that his Excelleney Col. Elizeus Burgess is commissioned by His Majesty to be Governor of His Majesty's Province, and may in a few weeks be expected to arrive here,

"Ordered, That Mr. Speaker, the Representatives of the Town of Boston, and Col. Thaxter, be a committee to provide a suitable Place for His Excellency's present reception, and entertainment when he shall arrive, and to

invite him thereto; and compliment His Excelleney in the name of this House upon his safe arrival."

The Governor and Counеil approved of the project, and the sum of £2300 was appropriated for the purpose on the 17th of Deeember. In eonsequenee of this action the committee proeeeded at onee to make the purehase, and the heirs of Mr. Sargeant passed the deeds, on the eleventh and twelfth of April, 1716, to Jeremiah Allen, the Treasurer of the Province, to Jeremiah Dummer, the Treasurer of the County of Suffolk, and to Joseph Prout, the Treasurer of the town of Boston. In June of the same year the sum of £20 was appropriated for the purehase of ornamental hangings for decorating the house, in order to make it sufficiently grand for the new governor.

When the Mansion-House became publie property it was a magnifieent building; no pains had been spared to make it not only elegant, but also spaeious and convenient. It stood somewhat baek in its ample lot, and had the most pleasant and agreeable surroundings of any mansion-house in the town. It was of brick, three stories in height, with a high roof and lofty eupola, the whole surmounted by an Indian Chief, with a drawn bow and arrow, the handiwork of Deaeon Shem Drown — he who made the grasshopper on Faneuil Hall. The house was approached over a stone pavement and a high flight of massive stone steps, and through a magnifieent doorway, whieh might have rivalled those of the palaces of Europe. Trees of very large size and magnifieent proportions shaded this princely mansion, and added mueh to its elegance and imposing appearanee. In front of the yard stood an elegant fenee with highly ornamented posts; and at each end of this, on the street, were small

buildings, which in the days of the magnificence of the Province House served as Porters' lodges.

Although Col. Burgess was proclaimed Governor of the Province in November, 1715, he never came to America to perform the duties of the office but resigned the appointment in 1716, Hon. William Tailor, the Lieut. Governor, acting in his place until Col. Samuel Shute received the appointment in October, 1716, and probably became the first gubernatorial occupant of the Mansion House.

During the time of the Provincial government, it seems to have been used by the governors; but, after the expulsion of Lord Howe on the evacuation of Boston on the seventeenth of March in 1776, it was converted into accommodations for our own officers, for the transaction of public business. In 1796, after the building of the new State House on Beacon street, the Province House was sold to John Peck; but the bargain fell through on account of inability of the purchaser to make payment, and, in 1799, the whole estate was reconveyed to the State; and subsequently, on the twenty-fifth of February, 1811, was granted by the State to the Massachusetts General Hospital, whose trustees, on the first of April, 1817, leased it to David Greenough, Esq., for the term of ninety-nine years, and for the annual rent of two thousand dollars, or an outright sum of $33,000, which last sum he elected on the first of October, 1824, to pay.

Subsequent to the lease (in 1817), this aristocratic mansion was put to almost all sorts of purposes; and soon after Mr. Greenough's lease the stately trees were taken down, and a row of brick houses and stores

built upon the street, excluding it from view until approached through a narrow archway, leading to its front door and the houses which had been erected in the rear of the estate. The following interesting extract from Hawthorne's "Twice Told Tales" will give a vivid description of the old relic, as it could have been seen in later days, during its worst period of degradation, just before the last great alteration of its walls entirely destroyed its identity: —

"One afternoon last summer, while walking along Washington street, my eye was attracted by a sign-board protruding over a narrow archway, nearly opposite the old South Church. The sign represented the front of a stately edifice, which was designated as the 'Old Province House, kept by Thomas Waite.' I was glad to be thus reminded of a purpose, long entertained, of visiting and rambling over the mansion of the old royal Governors of Massachusetts; and entering the arched passage, which penetrated through the middle of a brick row of shops, a few steps transported me from the busy heart of modern Boston into a small and secluded court-yard. One side of this space was occupied by the square front of the Province House, three stories high, and surmounted by a cupola, on the top of which a gilded Indian was discernible, with his bow bent and his arrow on the string, as if aiming at the weathercock on the spire of the Old South. The figure has kept this attitude for seventy years or more, ever since good Deacon Browne, a cunning carver of wood, first stationed him on his long sentinel's watch over the city.

"The Province House is constructed of brick, which seems recently to have been overlaid with a coat of light-colored paint. A flight of red freestone steps, fenced

in by a balustrade of curiously wrought iron, ascends from the courtyard to the spacious porch, over which is a balcony, with an iron balustrade of similar pattern and workmanship to that beneath. These letters and figures — 16 P. S. 79 — are wrought into the iron work of the balcony, and probably express the date of the edifice, with the initials of its founder's name. A wide door, with double leaves, admitted me into the hall or entry, on the right of which is the entrance to the bar-room.

"It was in this apartment, I presume, that the ancient Governors held their levees, with vice-regal pomp, surrounded by the military men, the councillors, the judges and other officers of the crown, while all the loyalty of the province thronged to do them honor. But the room, in its present condition, cannot boast even of faded magnificence. The panelled wainscot is covered with dingy paint, and acquires a duskier hue from the deep shadow into which the Province House is thrown by the brick block that shuts it in from Washington Street. A ray of sunshine never visits this apartment any more than the glare of the festal torches, which have been extinguished from the era of the Revolution. The most venerable and ornamental object is a chimney-piece set round with Dutch tiles of blue-figured China, representing scenes from Scripture; and, for aught I know, the lady of Pownall or Bernard may have sat beside this fireplace, and told her children the story of each blue tile. A bar in modern style, well replenished with decanters, bottles, cigar-boxes, and net-work bags of lemons, and provided with a beer-pump and a soda-fount, extends along one side of the room. . . . . After sipping a glass of port-sangaree, prepared by the skil-

ful hands of Mr. Thomas Waite, I besought that worthy successor and representative of so many historic personages to conduct me over their time-honored mansion.

"He readily complied; but, to confess the truth, I was forced to draw strenuously upon my imagination, in order to find aught that was interesting in a house which, without its historic associations, would have seemed merely such a tavern as is usually favored by the custom of decent city boarders and old-fashioned country gentlemen. The chambers, which were probably spacious in former times, are now cut up by partitions, and subdivided into little nooks, each affording scanty room for the narrow bed and chair and dressing-table of a single lodger. The great staircase, however, may be termed, without much hyperbole, a feature of grandeur and magnificence. It winds through the midst of the house by flights of broad steps, each flight terminating in a square landing-place, whence the ascent is continued towards the cupola. A carved balustrade, freshly painted in the lower stories, but growing dingier as we ascend, borders the staircase with its quaintly twisted and intertwined pillars, from top to bottom. Up these stairs the military boots, or perchance the gouty shoes, of many a governor have trodden, as the wearers mounted to the cupola, which afforded them so wide a view over their metropolis and the surrounding country. The cupola is an octagon with several windows, and a door opening upon the roof. From this station, as I pleased myself with imagining, Gage may have beheld his disastrous victory on Bunker Hill (unless one of the tri-mountains intervened), and Howe have marked the approaches of Washington's besieging army; although the buildings since erected in the vicinity,

have shut out almost every other object, save the steeple of the Old South, which seems almost within arm's length. Descending from the cupola, I paused in the garret to observe the ponderous white oak framework, so much more massive than the frames of modern houses, and thereby resembling an antique skeleton. The brick walls, the materials of which were imported from Holland, and the timbers of the mansion, are still as sound as ever; but the floors and other interior parts being greatly decayed, it is contemplated to gut the whole and build a new house within the ancient frame and brick work. Among other inconveniences of the present edifice, mine host mentioned that any jar or motion was apt to shake down the dust of ages out of the ceiling of one chamber upon the floor of that beneath it.

"We stepped forth from the great front window into the balcony, where, in old times, it was doubtless the custom of the king's representative to show himself to a loyal populace, requiting their huzzas and tossed-up hats with stately bendings of his dignified person. In those days, the front of the Province House looked upon the street; and the whole site now occupied by the brick range of stores, as well as the present court-yard, was laid out in grass plats, overshadowed by trees, and bordered by a wrought-iron fence. Now the old aristocratic edifice hides its time-worn visage behind an upstart modern building. . . . Descending thence, we again entered the bar-room."

In 1851, the whole building was changed in appearance, its interior having been remodelled for the purpose of accommodating a company of vocalists; and it was at this time that the outside was covered with a coat of

yellowish mastic. The old Indian chief, the wonder of the small children of by-gone days, has been removed to the town of Brookline, where, perhaps, he will shoot his arrow, as rumor says he formerly used to do, on hearing the clock strike one.

When the great change came over the building, there was a great exertion in procuring relics of the "old Governor's house"; and parts of it were eagerly sought for and obtained by savers of memorials of the past. The old iron fence, which formed a balcony over the principal entrance to the mansion, and which was pronounced by competent judges — as well by amateurs as by connoisseurs — to be the most beautiful specimen of wrought iron work in the country, was removed. A large part of the wainscoting was purchased by B. Perley Poore, Esq., and removed to Indian Hill, in Newbury, where it has been used for the finish of one or more rooms of the famous antiquarian palace, which he is constructing there from the noted buildings which the ruthless hand of "improvement" is so fast removing; so that what the late eminent scholar Hawthorne has preserved in legend, an antiquarian, with a fervid interest in the past, will strive to reproduce in reality.

On Tuesday evening, the twenty-fifth of October, 1864, this noted building was destroyed by fire, leaving the walls standing, but all else consumed, except a portion of the wood work, which in its scorched and smoked condition was of little value. The fire originated in an upper story of the building, and was supposed to have been the work of an incendiary. For some time previous it had been used as a place of amusement. The loss of this old landmark of the olden time is much regretted by the lovers of antiquity. Would that the

old relic of the days of our fathers could have been allowed to remain; and that the walls with a rejuvenated interior could have passed down to many successive generations, as a memorial of the days that tried men's souls! Although the building has been repaired since the fire, it has been so altered, and covered with external coatings of mastic, as to be entirely different from what it was so late as 1864, not a feature of the old house being left for recognition.

CHAPTER L.

THE GREEN DRAGON TAVERN.

The Green Dragon Tavern, a noted Landmark in the early days of Boston ··· Used in the American Revolution for Private Meetings ··· Its Site, and the History of the Estate ··· In possession of James Johnson in 1643 ··· Sold to Thomas Hawkins, baker, in 1662 ··· Forfeited to Sampson Sheafe in 1672 ··· Conveyed to Lt. Gov. William Stoughton about 1676 ··· At the death of Stoughton, in 1701, title passed to Mrs. Mehitable Cooper ··· Sold to Dr. William Douglass in 1743 ··· Death of Dr. Douglass in 1752, and the title vested in Mrs. Catherine Kerr ··· Sold to St. Andrew's Lodge in 1764 ··· Description of the building ··· The Old Green Dragon ··· Its loss in 1828, and substitute in 1855 ··· Uses and occupants of the Building ··· Lodge data ··· Tea Party of 1773 ··· Building used as a Hospital in 1776 ··· Its Destruction in 1828.

But a few steps from Hanover street, in that portion of Union street which leads towards the site of the old mill-pond, formerly stood an ancient building of considerable notoriety, known in the olden time as the Green Dragon Tavern, and even until quite recently retaining this distinctive name. It was early a noted landmark even in the first century of Boston's history; and, as time wore on, it became as famous as any private edifice — if such it could be called, considering the public uses to which it was frequently put — that could be found upon the peninsula. If its early occupancy and use brought it into notice, so also was new fame added to that which it had already acquired by the patriotic gatherings held within its sombre walls during the darkest days of the American Revolution, when Samuel Adams, James Otis, Joseph Warren, Paul Revere, and other true sons of liberty in their secret councils planned

the deliverance of their country from thraldom and the grievous oppressions of Great Britain.

This old relic of ancient times disappeared from its lot near the close of the last year of the mayoralty of the elder Quiney; and its appearance is fast fading out of the remembrance of those who in their early years were well acquainted with its most hidden recesses. The estate on which it stood now belongs to St. Andrew's Lodge of Freemasons, and its history can be traced back to the first settlement of the town. It is a portion of the three-quarters of an acre of marsh and upland originally granted to James Johnson, a glover, who settled in Boston as early as the year 1635, and who was distinguished among his contemporary townsmen as a deacon of the church, and as captain of the Artillery Company in 1656, — a company which by its age and ancient renown has acquired the designation of the "Ancient and Honorable Artillery Company." The property is first mentioned in 1643, in the Book of Possessions of the first settlers of the town, on the twentieth page, and is there described as "three-quarters of an acre of marsh & upland, bounded with the Cove on the North & the East, John Smith West, & John Davies South." The Cove is elsewhere, in the volume quoted, called the "Cove or Mill Pond"; and the contiguous estate on the south, which separated Mr. Johnson's estate from the street (now Hanover street), was the original grant made to John Davies, a joiner, consisting of a house and garden. Davies, on the twenty-eighth of June, 1645, conveyed his house and garden to John Trotman, whose wife Katherine, as the attorney of her husband, sold the same on the same day to Thomas Hawkins, of Boston, at that time a noted biscuit baker, but subse-

quently an innholder, and on this lot was a few years afterwards built the "Star Inn," probably kept in those early days successively by Mr. Hawkins and his goodwife Rebecca, John Howlet and his wife Susanna, and Andrew Neal and his wife Millicent. The Neals died in possession of the corner about 1709, having purchased of Howlet's widow, who bought it of Hawkins; and the estate passed from their heirs by sale to John Borland, who in his turn passed it down to Francis Borland, Esq.

After Mr. Hawkins had come in possession of the Davies lot, he became desirous of obtaining the Johnson lot also; and subsequently purchased it of Mr. Johnson, through the intervention of his cordwainer, Thomas Marshall, on the tenth of October, 1662. Hawkins soon began keeping an inn upon his newly acquired estate, and probably put additional buildings on the lot, as he subsequently mortgaged it to Rev. Thomas Thacher, the future pastor of the Old South Church (just establishing), on the sixth of December, 1667; and, on the twenty-ninth of May, 1671; Thacher, who had married the widow of Jacob Sheafe, the most opulent Bostonian of his day, assigned the mortgage to Sampson Sheafe, Esq., who had married Elizabeth, one of the daughters of his wife. Mr. Hawkins put a second mortgage on his estate on the fifteenth of June, 1671, to secure money borrowed of Mr. Sheafe, and died in the latter part of the year 1671; and his widow Rebecca (his second wife) relinquished her right of dower on the sixteenth of January, 1671–2, the estates having been forfeited to Mr. Sheafe for non-fulfilment of the payments. Some time previous to the fifteenth of June, 1676, the Green Dragon Tavern estate passed into the possession of William Stoughton, a man having excellent traits of

character, although in a judicial capacity, which he held before his appointment as Lieutenant-Governor of the Province, he was most wickedly intolerant in the trials of the miscalled witches; for which cruelty and barbarism his gift of Stoughton Hall to Harvard College will not in the slightest degree compensate.

Lieutenant-Governor Stoughton, the son of Israel Stoughton of Dorchester, was a person of considerable ability. He was educated at Harvard College, graduating in 1650, and he passed some time in studying for the ministry, but relinquished the design of becoming a preacher after having delivered the annual election sermon in 1668, preferring the field of politics to that of religion. In May, 1692, he entered upon the duties of Lieutenant-Governor, having been appointed to the position under the second Massachusetts charter establishing the Province, at the same time that Sir William Phips was commissioned as Governor. In November 1694, on the return of Governor Phips to England, he became acting governor, performing the duties until the arrival of the Earl of Bellomont in May, 1699; and succeeding him in the same capacity in July, 1700, and so continuing until the seventh of July, 1701, when he died at the age of about seventy years. He died possessed of a large landed property in Boston, comprising in part the Green Dragon Tavern estate, the Star Inn estate, and the Old Blue Ball estate, where the father of Franklin resided after the birth of the great Bostonian, — the last-named estates being at the opposite corners of Hanover and Union streets. He devised this property to his nieces, the Green Dragon Tavern and Franklin corners falling to Mehitable, the wife of Captain Thomas Cooper, the father of Rev. William Cooper, one of the

early pastors of Brattle Square Church. Mrs. Cooper was a very distinguished person. She was the daughter of James Minot of Dorchester, by his wife Hannah, the sister of Lieutenant-Governor Stoughton, and was born in Dorchester on the seventeenth of September, 1668. Captain Cooper, her husband, died at sea in 1705, and she married for her second husband Peter Sargeant, Esq., he who built for his mansion house the old Province House. On the death of Mr. Sargeant in 1714, she married her third husband, Simeon Stoddard, Esq., who died in 1730, leaving her a third time a widow in her sixty-second year; and she died, a widow, on the twenty-third of September, 1738. At the time of Mr. Cooper's death in 1705, the Green Dragon estate was valued at £650.

On the eighteenth of August, 1743, about five years after the decease of Mrs. Stoddard, her son, Rev. William Cooper, sold the Green Dragon Tavern estate to Dr. William Douglass, not only a noted physician, but also the author of the very celebrated "Summary" of New England History. Dr. William Douglass was born in Gifford, in the county of Haddington, a short distance from Edinburgh, Scotland, and died in Boston the twenty-first of October, 1752, aged, as nearly as can be ascertained, about sixty years. He came to Boston in 1716, but did not make a permanent settlement here until the year 1718. He first dwelt in Hanover street, near Mr. Welstead's meeting-house; but at his decease the house in Green Dragon Lane was styled his mansion house, and was the only one on the estate not let by him to tenants. His father George was a portioner (distributor of tithes) in Gifford, near Edinburgh, and the factor of John, Marquis of Tweedale. His father's

children were: Cornelius (a surgeon and portioner), who had a son Cornelius (a joiner), who removed to Boston after the decease of Dr. Wm. Douglass; Dr. William, the second child; George, who died in youth; and Catherine, who married a person named Kerr (sometimes written Carr), and who came to Boston with her nephew, and afterwards married a Mr. Robinson. Catherine Kerr, the sister, and Cornelius Douglass, the nephew of Dr. William Douglass, shared his property equally by a division made the twenty-seventh of September, 1754, and recorded with Suffolk deeds, Lib. 88, fol. 76. Dr. Douglass left about £3,185. Over twenty dozen gloves were bought for his funeral.

In this noted old house Dr. Douglass wrote his famous books, and in it he died. By an agreement of his heirs, made the twenty-seventh of September, 1754, and recorded with the Suffolk Records, the old mansion-house fell to Catherine Kerr, and she, a widow, by deed dated the thirty-first of March, 1764, conveyed it, for the consideration of £466. 13*s*. 4*d*., to Moses Deshon and others, members of St. Andrew's Lodge of Freemasons. Since this date the estate has been in the possession of the Lodge.

The old tavern stood on the left side of the street, formerly called Green Dragon Lane, now the northerly portion of Union street, leading from Hanover street to the old mill-pond, now filled up and built upon. It was built of brick, and in its latter days was painted of a dingy color. In front it showed only two stories and an attic; but in the rear, from the slope of the land and the peculiar shape of the roof, three stories, with a basement, were perceptible. It covered a piece of land fifty feet in front and thirty-four in depth, and had connected

with it a large stable and other out-buildings. In recent times the lower story was used as the common rooms of a tavern, while in the second, on the street front, was a large hall used for public as well as for Masonic purposes. The attic story afforded ample accommodations for sleeping apartments. The chimneys were substantially built in the side walls, and were of the style usually found in houses built at the close of the seventeenth century. The attic windows on the front part of the roof, and the walk railed in on the upper part, added much to the appearance and comfort of the building, which, in its best days, must have been commodious, and comfortably arranged.

The whole estate comprised a large lot of land, the main portion being situated back of Green Dragon Lane, with other estates in front, and extending northerly to the old mill-pond. The extensive yard was much used by the boys who dwelt in the neighborhood, as a playground; and here it was, undoubtedly, that the youthful Franklin first essayed his mechanical feat of building his stone wharf, alluded to in his autobiography. The old tavern-stable became in its latter days a well-known convenience; and served many years as a livery stable kept by men well acquainted with their business.

In front of the building there projected from the wall an iron crane, upon which was couched a Green Dragon. This peculiar mark of designation was very ancient, perhaps as old as the building itself. It was formed of thick sheet copper, and had a curled tail; and from its mouth projected a fearful looking tongue, the wonder of all the boys who dwelt in the neighborhood. When the building was taken down, this curious relic

of the handiwork of the ancient mechanics of the town disappeared, and has never since been found, although most searching inquiries and diligent examinations for it have been made among workmen and in the collections of the dealers in old material. In 1854, a committee of St. Andrew's Lodge was appointed to put in the new building, that stands upon the site of the old one, a memorial to commemorate the old house, and they inserted in the wall, on the first of November, 1855, a stone effigy, elaborately carved in sandstone in a most skilful and artistic manner, by a workman in the employ of Mr. Thomas J. Bailey, of this city; and this magnificently sculptured emblem now proudly supplies the place of the old weather-beaten dragon, which had for nearly a century and a half withstood the storms and tempests of the hard New England seasons, and outlived the violence of political mobs and the rudeness of inimical soldiery in the time of the war, — a fit object to perpetuate in some degree the remembrance of the old hall, in which the patriots of the American Revolution used to meet, and also to designate the Masons' Hall of by-gone days.

The old mansion-house must have been erected not far from the year 1680, when many substantial buildings of a similar kind were put up. In 1695, and perhaps earlier, it was used as an inn by Alexander Smith, who, and his widow also, died as its occupants in 1696. Hannah Bishop had a license in October, 1696, for keeping a tavern in it; and she was succeeded by John Cary, a brewer, in October of 1697, who certainly was its occupant as late as 1705, although Samuel Tyley appears to have been the tenant of Lieutenant-Governor Stoughton, at the time of his decease in July, 1701. In 1734,

Joseph Kidder, who came from the Three Cranes in Charlestown, was the keeper. It would not be surprising if Thomas Milliken, a member of St. Andrew's Lodge, was also at some time a landlord of the Green Dragon Tavern; for he was a victualler by occupation, and was mainly instrumental in its purchase for the Lodge, being chairman of the committee authorized on the eleventh of January, 1764, to buy it. On the thirty-first of the month, of the same year, the deed was passed by Mrs. Catherine Kerr to Moses Deshon and others; and on the thirteenth of April the Lodge held for the first time a monthly meeting in the hall. On the fourteenth of June, 1764, the hall was formally named "Freemasons' Hall," and from that time, for a long series of years, was the regular place of meeting of the Lodge. It would be useless, were it even possible, to name the various persons who carried on this famous tavern; suffice it to say, that at times it was the most popular of the old houses of "entertainment for man and beast" in the town, and was noted for being a favorite hall for festive as well as political occasions. Undoubtedly the famous "Tea Party" of 1773 had its origin within the walls of this old mansion; for it is known that several of the most active spirits engaged in it were members of the Masonic Lodge that held its meetings there monthly. A Lodge meeting called for the thirtieth of November, 1773, being St. Andrew's Day, was closed without the transaction of business in consequence of the fewness of the brethren present, and the following words in a distinct hand were entered on the page with the record, "(N. B. Consignees of Tea took up the Brethren's time.)" The meeting which was to have been held on the sixteenth of December —

the day of the destruction of the tea — was also given up for the same reason.

From the following document, signed by the Lieutenant Governor, it appears that in the Revolutionary war the building was sometimes used for other purposes: —

Boston, Feb. 24th, 1776.

To the Rev'd Doc'r Caner, Col. Snelling, Maj. Paddock, Cap. Gore, & Cap. Gay.

Gentlemen — Having occasion for a large commodious House for the Purpose of a Hospital in which the poor — Infirm and Aged can be lodged upon the Charity in which you are appointed Stewards — and having the Consent of the Proprietors in Town of the House Commonly called the Green Dragon to apply that to this Purpose, you are hereby required to take possession of said House and prepare it as a Hospital for the Reception of such objects as shall require immediate Relief, for which this shall be your authority. Thos. Oliver.

In October, 1828, as the travel from Charlestown had much increased, and as the filling up of the mill-pond had given room for many buildings, and therefore required the widening of Green Dragon Lane, the old building was taken down by order of the city authorities, and a considerable part of its site taken for the proposed widening; and then passed almost from remembrance the appearance of one of the most noted and interesting landmarks of the early days of the town. On its site, and covering the whole estate, a large warehouse has been erected by the Lodge, which is now, in 1870, occupied as a carriage depository.

CHAPTER LI.

THE BIRTHPLACE OF FRANKLIN.

The House in which Franklin was born, situated in Milk street ··· First in the Possession of Robert Reynolds ··· Ancient Boundaries of the Estate, in 1643 ··· Mr. Reynolds' neighbors ··· Extent of the lot ··· Estate fell to Lieut. Nathaniel Reynolds in 1670 ··· Mortgaged in 1682 to Hugh Drury, and in 1691 to Simeon Stoddard ··· Josiah Franklin a tenant ··· Particular boundaries of the Estate in 1691 ··· Decease of Nathaniel Reynolds in 1708, and Estate passed to his son Nathaniel ··· Sale to John Fosdick in 1725 ··· Death of John Fosdick in 1744, and the Estate in the possession of his son James ··· Death of James Fosdick in 1776, and the Estate passed to his daughter Sarah Foster ··· The Estate released to Thomas Pons in 1782 ··· Sold to John Sweetser in 1794 ··· Death of Mr. Sweetser in 1802, and Estate devised to John S. Lillie ··· Particular Description of the House ··· Destruction of the House in 1810 ··· Changes made since the occupancy of Franklin.

Close by the large and comfortable mansion-houses that formerly lined the southerly side of Milk street, once stood a modest little wooden building, which from its associations soon eclipsed in notoriety and interest its more imposing neighbors. It was the humble tenement that first gave shelter to the infant Franklin, on the sixth of January, 1705–6, according to the old style of reckoning time, and which, by the correction caused by the alteration of styles, is now considered the seventeenth of January, 1706, N. S. In the days of Franklin's father, the estate was quite small, the whole house not covering more land than would now be required for a genteel parlor, being only twenty feet on the street.

The first that is known of the estate can be read in the old "Book of Possessions," now carefully preserved with other valuable records in the city archives. The

entry in this book reads, that the possession of Robert Reinolds in Boston was "one house & garden bounded with Edward Fletcher south, the High Streete west, the Fort Streete north, & John Steevenson east." The High street of 1643 was the Marlborough street of our fathers, and the Washington street of to-day. So was the Fort street (so called because it led to the fortifieation on Fort Hill) the modern Milk street. The easterly neighbor of Mr. Reynolds was John Stephenson, whose widow married for her second husband Mr. William Blaxton, the earliest English resident on the peninsula. Mr. Fleteher, on the southerly side, was a eutler by trade, and undoubtedly served his customers with good razors, as well as the more substantial tools for erafts-men, which perhaps would eut as well as his sermons, with which he sometimes edified those who were willing to listen to them.

The lot of Mr. Reynolds was more extensive at the time of the first grant than at the time that Josiah Franklin, chandler, was the oeeupant of its easterly portion; for it extended westerly as far as the present Washington street. Mr. Reynolds was a shoemaker by oeeupation, and was very early (in 1634) a resident of Boston, and sometimes of Watertown, and for a short time of Wethersfield, Ct.; but he returned to Boston, where he died on the twenty-seventh of April, 1659, leaving his estate to his wife Mary, son Nathaniel, and four daughters. The house and land in Milk street, then valued at £110, was devised to the widow, to revert at her deeease to his only son Nathaniel. The widow survived her husband about ten years, and died on the eighteenth of January, 1669–70, and Nathaniel eame in possession of the Milk-street estate.

It appears that the second Mr. Reynolds was not as thrifty as his father, although he followed the same trade of making and repairing shoes; for, on the fourth of November, 1683, he was compelled to mortgage his estate for security to pay £50, to Hugh Drury, at which time it was in the occupancy of Mr. Robert Breck, and the infamous Daniel Fairfield was an abutter on part of the easterly side. Soon after this transaction, Lieut. Reynolds, for he had the title, removed to Bristol, R. I., and mortgaged the estate to Simeon Stoddard, Esq., on the eleventh of December, 1691, for the like sum of £50, Mr. Drury discharging the former mortgage on the fourth of the following January. At this last mentioned date, the estate is described by Lieut. Reynolds and his wife Priscilla, as "all that their messuage or tenement with all the lands wherein the same doth stand, and is thereunto belonging, (in the present tenure and occupation of Josiah Franklin, chandler), seituate, lying and being neer unto the Third Meeting house at the southerly end of the Town of Boston aforesaid, as it is now fenced in, butting and bounded north-easterly partly upon the street or lane leading from the long street by s^d^ meeting house down towards Theodore Atkinson's housing and land and partly upon the land of Jonathan Balston, S E^ly^ on land of s^d^ Balston, S W^ly^ & N W^ly^ on land of s^d^ Reynolds." The lot is further described as "measuring in front on s^d^ street from land of s^d^ Balston to further side of the Northwesternmost gate-post of s^d^ messuage 32 foot & a half, be the same more or less; & from thence to run upon a southwesterly line to the corner of the fence by the well (including halfe the well) 39 foot 8 inches, be the same more or less; & from thence to run upon a streight south-

easterly line by the fence 11 foot, be the same more or less; & from thence to run upon a straight southwesterly line next s^d^ Reynold's land 26 foot and one half, be the same more or less; & from thence to run upon S E^ly^ line by the fence next to s^d^ Reynold's land 68 foot & an half, be the same more or less; & from thence to run upon a N E^ly^ line by & to the land of ye s^d^ Balston 36 an halfe, be the foot & same more or less; & from thence to run upon a streight N W^ly^ line by the land of s^d^ Balston 47 feet, be the same more or less; & from thence to run on a northeasterly line to the afores^d^ street by the land of s^d^ Balston 31 foot, be the same more or less." Reference is made to the will of his father Robert, dated 20, (2) 1658. This was discharged on the twenticth of April, 1693.

Lieutenant Nathaniel Reynolds died about the year 1708, leaving his estate in Milk street to his sons Nathaniel, John, and Philip; and the two last named conveyed their right in it to their elder brother Nathaniel for £100, by deed dated the thirty-first of May, 1717. The last-mentioned Nathaniel died on the twenty-ninth of October, 1719, and on the twenty-first of May, 1725, his widow, then the wife of David Ames of Bridgewater, whom she married in 1722, sold the estate to John Fosdick. It was while the first-named Nathaniel Reynolds was the owner of the Milk-street estate, that Josiah Franklin became the tenant, probably about the first part of the year 1685, when he arrived from Banbury, in Oxfordshire, old England; and, as he dwelt there until the new possessor, Nathaniel Reynolds, the second of the name, desired it for his own use, he probably continued to be the tenant until the year 1712, when he bought of Peter Sargeant, Esq., the house at

the corner of Union and Hanover streets, known as the Blue Ball. In 1717, Mr. Reynolds was certainly the occupant of his own house; but, at his decease, his widow removed to her native town, Bridgewater, leaving the house to some new tenant, perhaps to Mr. Fosdick, to whom she sold it in 1725, as before mentioned. It was on a portion of this lot that Mr. Franklin had permission, on the twenty-seventh of April, 1692, to erect a small building eight feet square. The language of the record is as follows: "Granted Libertie to Josiah Frankline to ereet a buildinge of Eight foote square vpon the Land belonging to Lt Natha: Reynolds, neere the South Meetinge house."

Mr. John Fosdick died on the second of May, 1744, and his property was subsequently divided, on the fourth of February, 1745–6, between his two children, James Fosdick, gentleman, and Sarah, the wife of Jeremiah Belknap, leatherdresser; the Milk-street estate falling to James, and other property to Sarah. James Fosdick, who died in 1776, his wife having died in November, 1775, executed a will on the twenty-seventh of January, 1773, devising his real estate to his wife, if she survived him, and at her decease to revert to his children. Both parents having died, the property was amicably divided on the sixteenth of April, 1779, and the "old tenement in Milk street" fell to the heirs of Sarah Foster, the only daughter, who had married Ebenezer Foster, and died after her father made his will. In 1782 the heirs of Mrs. Foster conveyed their title to Thomas Pons, a jeweller, who, in 1794, with Daniel Wild and his wife Sarah, in her own right, conveyed the same to Mr. John Sweetser, merchant, for three hundred and fifteen pounds lawful money. Mr. Sweetser, who died in 1802,

gave the estate to his nephew, John Sweetser Lillie, who was the owner of the house when it was destroyed by fire in 1810.

The old Franklin House in Milk street — for by this name the famous old tenement will always be remembered — was a quaint-looking building. The following description, written several years ago for another purpose, will describe its appearance in its declining days: —

After leaving Washington street, and proceeding a short distance into Milk street, on the right hand, or southerly side, will be noticed a lofty warehouse, built of granite in a durable form and manner, and bearing, in raised letters beneath its cornice, "Birthplace of Franklin." This building occupies the site of the old wooden house which tradition, supported by good testimony, asserts to be that in which Boston's most distinguished son was born, on the sixth of January, 1705–6, according to the old style of reckoning time, as entered in the town book of the records of births. The main house resembled in form some of the tenements of the olden time which have been preserved till now. Its front upon the street was rudely clapboarded, and the sides and rear were protected from the inclemencies of a New England climate by large rough shingles. On the street it measured about twenty feet; and on the sides (the westerly of which was bounded by the passageway, and contained the doorway approached, by two steps) the extreme length of the building, including a wooden lean-to used as a kitchen, was about thirty feet. In height the house was about three stories, the upper being an attic, which presented a pointed gable towards the street. In front, the second story and attic projected

somewhat into the street over the principal story on the ground floor.

On the lower floor of the main house there was one room only. This, which probably served the Franklins as a parlor and sitting-room, and also for the family eating-room, was about twenty feet square, and had two windows upon the street; and it had, also, one upon the passageway, so near the corner as to give the inmates a good view of Washington street. Besides these windows there had been others in the days of its early proprietors which opened upon the easterly side of the house, the seats of which were retained until the destruction of the building. In the centre of the southerly side of the room was one of those noted large fireplaces, situated in a most capacious chimney, which are so well remembered as among the comforts of old houses; on the left of this was a spacious closet, and on the right, the door communicating with a small entry in which were the stairs to the rooms above and the cellar, the latter of which was accessible to the street through one of the old-fashioned cellar doors, situated partly in the sidewalk.

On the ground floor, connecting with the sitting-room through the entry, was situated the kitchen, in a ten-foot addition to the rear part of the main building. The only windows from this part of the house looked back upon a vacant lot of land in the extreme rear of the lot which served as a yard and a garden plat.

The second story originally contained but one chamber, and in this the windows, door, fireplace and closet were similar in number and position to those in the parlor beneath it. Some of the later tenants divided this room by a wooden partition, forming a small bedroom

of the westerly portion, which received light only through the side window facing Washington street.

The attic was also, originally, one unplastered room, and had a window in front on the street, and two common attic windows, one on each side of the roof, near the back part of it. This room was, also, at an unknown time, divided by a partition into two apartments, one in front and the other in the rear.

Such was, undoubtedly, the condition and appearance of the house at the time when the parents of Franklin dwelt within its walls, with their large family of children, several of whom received their first light beneath its roof; and such it continued about one hundred years after the Franklins left it for a house of their own at the former site of the Blue Ball, at the corner of Union and Hanover streets. But this old and much honored building, though it had stood from the colonial period of Massachusetts history, through the provincial, and had withstood the effects of the Revolution, nevertheless was destroyed at last, on Saturday, the twenty-ninth of December, 1810, by fire communicated to it from the livery stable then situated at the corner of Hawley street, and kept by Stephen L. Soper. At the time of the fire the house was owned and occupied by Mr. John S. Lillie, whose son, Mr. Thomas J. Lillie, was born in it, and who well remembered every particular about the house, its interesting traditions, and final destruction. It was at this time that the Old South Meeting-house took fire, and was saved by the exertions of our late fellow-citizen, Isaac Harris, Esq., for which he received a silver testimonial.

During the last days of the old house, the whole interior of the building, and especially the lower room,

presented a different appearance from what it did in the days of Franklin's father, — various improvements and changes having been made by the owners of the estate between the years 1712 (when Franklin left it for the Blue Ball) and 1810, when it was entirely consumed by fire.

Among the more perceptible changes of the estate, was the selling off of a very large portion of the land not built upon, two rectangular pieces only being left, — the one measuring twenty feet by thirty-six feet, and the other about forty-eight feet by thirteen feet, — for the accommodation of the modern in-dwellers. Besides this reduction of the estate, other damages of more importance to the tenant took place. The windows on the eastern side of the house were closed, the neighboring land being used for a stable; the candle vats in the cellar were covered over; the bed-chamber was made into two by a partition, as was also the room in the attic story. With these alterations others may have been made, extending even to the fireplace. It was absolutely necessary that the "common room" — as the parlor was usually designated in the early days of Boston, when one room was sufficient for parlor, sitting-room, and dining-room — should have a good old-fashioned fireplace, large enough for the comforts of a family of many children, together with the parents and occasional visitors.

For the days of Mr. Lillie, sixty years ago, when the estate had been shorn of its first commodious proportions, and when a cord of wood was a rarity with many of the Boston families, the curtailed fireplace would be much more appropriate, and undoubtedly more comfortable than one of larger dimensions, such as was

generally to be found in houses in the days of Josiah Franklin, over one hundred years before.

Undoubtedly the old Blue Ball, which for so many years marked the Union-street residence of the Franklins, was also an ornament to the Milk-street building, and hung suspended from an iron crane projecting from the corner of the house. This noted ball was about twelve inches in diameter, and had upon it the following inscription: —

1698 JOSIAS FRANKLIN. 1698

On the twenty-fifth of December, 1758, the old house was entered by burglars, and many articles of clothing, together with a sum of money, no doubt considerable to the tenants, stolen. The occupant at the time was James Fosdiek, Jr., a paver, son of James Fosdick, the owner. The following advertisement, which was published a few days after the affair took place, will give some idea of the costume of the family living in it at that time, — about forty-six years after the Franklins left it, to dwell in the old Blue Ball in Union street. Milk street, it appears, was then at the south end of Boston: —

"STolen out of the House of the Subscriber, living at the South End of Boston, on Monday Evening last, a blue Damask Sack Gown with close Cuffs, lin'd with white Stuff most to the Top, a flowered Silk Capuchin, with a Pink colour'd Lining, a Garlick Shift with Holland Sleeves, a white Fustian Jacket, without Sleeves; also 15 dollars, and a 50 s. piece. Whoever will discover the Person or Persons that took the above things, so that they may be brought to Justice and convicted, shall receive TEN DOLLARS as a Reward.

☞ If any of the above Apparel be offered to Sale, it is desired they may be stopped, and Notice given to the Printer hereof.

James Fosdick, jun'r."

The above advertisement should have been dated on Thursday, the twenty-eighth of December, 1758. The

Monday preceding this date was Christmas Day. It will be pereeived that the thieves of the last century, in "cruel Provineial Times," had no more reverence for the day than did the law-makers of the preeeding century, "in good old Colony times," who, being terribly tried by the manner in whieh the day was observed in 1658, about two eenturies earlier, passed the following order at the very first General Court held subsequently:—

"For p̄venting disorders arising in seuerall places within this jurisdic$\tilde{c}$on, by reason of some still observing sueh ffestiualls as were superstitiously kept in other countrys, to the great dishonnor of God & offence of others, it is therefore ordered by this Court and the authority thercof, that whosoeuer shall be found observing any such day as Christmas or the like, either by forbearing of labour, feasting, or any other way, vpon any sueh accounts as aforesajd, euery such person so offending shall pay for euery sueh offenee fiue shillings, as a fine to the county."

It was from this noted old house that Franklin was taken to the Old South Meeting-house, on the day of his birth, and baptized.

CHAPTER LII.

THE BLUE BALL IN UNION STREET.

The Old Franklin House in Union street · · · James Everell the original Grantee · · · Evercll's Possession in 1643 · · · Portions of the Estate sold to Henry Maudesley and Josiah Cobham · · · Maudesley's Estate passes to Edward Brcck in 1653 · · · Then to Robert Breck in 1654 · · · Breck sold to Roger Seaward in 1655 · · · Dimensions and bounds of the estate in 1655 · · · In the Possession of John Gill in 1673, when he conveys it to Hon. William Stoughton · · · Division of Stoughton's estate in 1704, and the estate set off to Thomas and Mehitable Cooper · · · In the occupation of James Fowles, etc., in Jauuary, 1706 · · · Sold to Josiah Franklin in 1712, and bounds at the time · · · Death of James Fowles in 1720 · · · Death of Franklin in 1745, and of his widow in 1752 · · · Estate advertised for sale in 1752 · · · Estate advertised in 1753, to be sold in four lots · · · Purchased in 1754 by William Homes, and sold by him to Jonathan Dakin in 1757 · · · Passed from Dakin to his son Joseph in 1761, and to his son Thomas in 1780 · · · Passed to Anthony Dumernil · · · Estate conveyed to Joseph Bradley in 1809, and to Tilly Whitcomb in 1811 · · · Old brick house demolished in 1858 · · · The Franklin House taken down many years ago · · · The Old Blue Ball · · · Benjamin Franklin, aud his ancestors · · · The Franklin Obelisk · · · The Old Wooden House · · · The Franklin Graves in Christ's Churchyard in Philadelphia.

DURING the seventy-five years that immediately succeeded the settlement of Boston in 1630, the various streets and public avenues had no fixed and determined names; consequently all the estates that bordered upon them were described, as bounded, on "the street," or lane, "running" from some well-known landmark to another,—some enjoying the distinction of being designated as the "high street," "the highway," or "the main street," leading from or to some noted place on the

peninsula, just as fields were bounded in the country by lines running from a "marked tree," a "pile of stones," or a "stake," and sometimes from or by "the written tree." One of the old landmarks of Boston, concerning which much has been said and written, was situated at an angle caused by the crossing of two of these streets at what was considered two hundred years ago the centre of the town, but now the North End. One of these streets, now called Union street, was early known as "the way leading from the conduit to the milne"; and the other, Hanover street was "the street leading from the 'orange tree' over the mill bridge to the ferry." The conduit was situated near Market Square, where Elm and North streets would meet if extended; and the milne (or South Mill) stood near Hanover street, and beside Mill Creek, (or canal), — now filled up to form Blackstone street. The "Orange Tree" was the name of a house standing at the head of the street, probably so called from a sign-board connected with Mr. Jeremy Houtchin's old house; and the ferry was Winnisimmet Ferry-ways, the starting point of Mr. Williams's boat for that portion of Chelsea which anciently bore the name of Winnisimmet. The old landmark that formerly stood at this corner gained its notoriety as being on the site on which stood for many years the residence of Josiah Franklin, the father of the philosopher, and was known to many as the Blue Ball, on account of the old sign that hung suspended at its corner, from the time Franklin obtained possession of the estate, until the destruction of the house in 1858.

In the early days of Boston the old Franklin House in Union street was on a portion of the considerable "Possession of James Everill within the limits of Bos-

ton." The estate was described in 1643 as "one house & houselott with the streete Eastwards & Northwards, the lane Southwest, John Button, Nicholas Willis & George Burrell Southeast." Mr. Everell, a shoemaker, dwelt on the westerly and southerly part of his large estate, and mortgaged it in 1648 and 1649 to Governor Thomas Dudley for £30 and £75, and in 1652 to Governor Simon Bradstreet for £150. These mortgages were subsequently discharged, and the Franklin portion of the estate sold to Henry Maudesley about the year 1653, and the contiguous portion to Josiah Cobham, a webster, in 1659. In 1653, Mr. Maudesley's property become embarrassed, and his estate was taken from him by Edward Breck, of Dorchester, who conveyed it to his son Robert Breck, of Boston, on the twenty-third of May, 1655; Mr. Breck sold it to Roger Seaward, a seaman, for the small sum of £36 5*s.*, at which time it was described as "all that corner dwelling house situated in Boston next to the now dwelling houses of James Everell, with the garden place backside, and cellar place digged, containing 96 foote facing on the Norwest streete, & 37 foote Easterly to the streete leading Southerly to the Docke, bee it more or lesse as it is now bounded, the land of the said James Everill lying on the Southeast & Southwest side thereof."

From Mr. Seaward the estate passed to John Gill, of Dorchester, who conveyed it, on the thirtieth of April, 1673, to Lieutenant-Governor Stoughton, in exchange for a corn mill, commonly known as "Naponsett Mill," and several parcels of land, partly in Milton, and partly in Dorchester. Mr. Gill described his estate as "all those his houses & tenements, which are situate in Bos-

ton neere unto the bakers' armes, together with all that land upon which they stand be it more or less as it is now bounded, Eastward & Northward by the common streete, Westward by the house of Josiah Cobham, Southward by the land of saide Cobham & the house & land of John Cotta, with all the privileges," etc. Cotta had bought his estate of Simon Lynde, Esq., a noted land purchaser of that day, who had previously purchased it of Mr. Everell.

Mr. Stoughton died on the seventh of July, 1701, leaving this and other estates in its immediate vicinity. His property was divided, four years after his decease, on the seventeenth of July, 1704, between William Tailer, Esq., of Dorchester; John Nelson, Esq., and wife Elizabeth, of Boston; Rev. John Danforth and wife Elizabeth, of Dorchester; and Thomas Cooper, merchant, and wife Mehitable, of Boston. To Tailer, Nelsons, and Danforths were given tracts of land in Dorchester and Oxford; while to Cooper and his wife Mehitable, who was the daughter of his sister Hannah, wife of James Minot, were given all "his housing and land" in Boston, viz: "one brick messuage or tenement, commonly called and known by the name of the Green Dragon, in the occupation of Samuel Tyley now being, with the stables, outhousing, land, members, privileges and appurtenances thereto belonging; one other brick messuage or tenement adj^{y} to the former with the land, members, & app^{ces} thereof in the occupation of Duncan, being; one other wooden messuage or tenem^{t} and tenements below the Green Dragon next to the mill-pond with the lands, members, and appur^{ces} thereof, in the occupation of John Draper and John Gavett being, one other wooden mes-

suage, or tenement and tenements abutting on the Great Street called Mill Bridge Street, over against the Starr Tavern, with the land, members, and appurtenanees thereof, in the occupation of James Fowles, &c., being;" and also rights in Dorchester and one-quarter of the land in Oxford. The last portion of the estate mentioned — that "abutting on the Great Street" — was the Franklin corner.

Mr. Cooper did not long survive the acquisition of his large landed property, but died at sea in 1705; and in the inventory of his estate, taken on the first day of January, 1705–6, five days before the birth and baptism of Franklin, the corner estate was still in the possession of "James Fowles, &c." On the nineteenth of December, 1706, not long after the death of Captain Cooper, his widow Mehitable became the wife of Peter Sargeant, Esq., of Boston, — who so magnificently built the large brick house in Marlborough street, which was sold to the State for a Province House; and with her went the old corner estate, and its wooden tenements.

At this point of time the great interest in the history of the estate commences; for on the twenty-fifth of January, 1711–12, when the renowned Franklin was only six years of age, Peter Sargeant, Esq., of Boston, and his wife Mehitable, formerly wife of Thomas Cooper, merchant, of Boston, and one of the heirs, devisees and executors of Hon. William Stoughton, of Dorchester, for £320, in good current bills of credit paid by Josiah Franklin, of Boston, tallow chandler, "as also for divers other good causes and considerations," sell to said Franklyn "all those their houses and tenements with the apur^{ces}, and all the land whereon they stand, and is thereunto belonging and adjoining, situate, lying, and being

in Boston aforesaid, butted, bounded, and measuring as followeth, vizt:—at the front or Eastward end by Union street so called, measuring there in breadth thirty-eight feet or thereabout; on the Northward side by Hanover street so called, measuring there in length ninety-three feet or thereabout; on the rear or Westward end by land formerly of Josiah Cobham, dec^{d}, in the present tenure & occupation of Joseph Smith, saddler, where it measureth in breadth twenty-three feet five inches or thereabout; and on the Southward side by land formerly the said Cobham's, and the house of and land formerly appertaining to John Cotta, now wholly on this side the inheritance of the heirs of Thomas Bridge, late of Boston aforesaid, marriner, dece^{d}, where it measureth in length about eighty-seven feet or thereabout."

Such was the description of the estate on Union and Hanover streets sold to the father of Franklin, and which for a period of forty-one years remained in the possession of the Franklin family. At the time of the purchase, Mr. Franklin mortgaged the estate for £250, and again in 1722 for £220, to Simeon Stoddard, the first mortgage being paid before the second was made, and the last cancelled in due time.

How long Mr. James Fowle, the tailor, was a tenant of a portion of the estate is not exactly known; but it is certainly true that he dwelt somewhere in Boston eight years after Josiah Franklin bought the property, for he died on the thirteenth of August, 1720, at the advanced age of eighty-four years, his wife having died three years previous. Who the other tenants of the estate were have not been ascertained, although it is sure there were as many as four in all, as there were originally four tenements upon the estate.

Josiah Franklin made his will on the twentieth of October, 1744. In this instrument he styles himself "tallow chandler." The paragraph that relates to his dwelling-house is as follows: "I give to my loving wife Abiah Franklin all the income or rents of my whole estate and goods, and the use of the two rooms we now live in, allowing the lodgers to be in as it is used, she allowing out of it the interest that will be due to my creditors while she lives." The will was not proved in court until the seventh of August, 1750, more than five years after his decease. The inventory of his estate was not taken until after the decease of his widow, two years later. In this last-named document his house and land in Union street are appraised at £253 6*s.* 8*d.* His library contained two large Bibles, Mr. Willard's Body of Divinity, one Concordance, and a parcel of small books, valued in all at £3 0*s.* 8*d.*

After the decease of Mrs. Franklin, which occurred in May, 1752, the heirs concluded to sell the real estate, and advertised the estate in November, 1752, and, subsequently, not finding a purchaser, published the following advertisement in July, 1753:—

"To be sold by public Vendue, on Tuesday the 21st of August next, Four Lots of Ground, with the Buildings thereon, fronting on Hanover and Union Streets, at the Blue Ball, viz. one Lot (No. 1) of Seventeen Feet Four Inches Front on Hanover Street, and twenty-five Feet deep. One ditto (No. 2.) Twenty-one and a half Feet Front on said Street, and Twenty-five and a half Feet deep. (No. 3.) Twenty-seven Feet Front on said Street, and Thirty Feet deep. (No. 4.) a Corner Lot, Twenty-eight Feet Front on Hanover Street, and Thirty-eight Feet Front on Union

Street, very well situated for Tradesmen or Shopkeepers, being in the Heart of the Town, and the Buildings conveniently divided as above, having originally been different Tenements. The Title is indisputable; the sale to begin at four o'clock in the Afternoon, on the Premises, one quarter Part of the Money to be paid at the signing of the Deeds. Twelve Months Credit will be given, if required, on Security and paying Interest for the Remainder. By John Franklin and William Homes."

This advertisement bears date on the twenty-third of July, 1753; but the estate was not sold until the fifteenth of April, 1754, when John Franklin, as surviving executor, conveyed it to William Homes for £188 13*s.* 4*d.*, a much smaller sum than Mr. Franklin paid for it in 1712; it then having "dwelling-houses, edifices and buildings," upon it.

Mr. Homes sold the estate to Jonathan Dakin on the second of June, 1757, for £266 13*s.* 4*d.* Mr. Dakin died in 1761, and his house was valued at £300. Joseph Dakin, son of the above, died in 1780, when the valuation reached £9,000, the depreciation of currency being such that it took from £40 to £75 in bills of credit to pay a debt of £1 in gold. In 1789, Thomas Dakin, son of Joseph, occupied the house. These Dakins were very industrious and prosperous blacksmiths, and undoubtedly did much for the benefit of the estate.

From the Dakins the estate passed into the possession of the heirs of Thomas Dakin, who sold it to Anthony Dumesnil, who conveyed it to Joseph Bradley in 1809, and he to Tilly Whitcomb in 1811. After remaining about forty-seven years in other hands,

it was bought by the city, and the building on the corner demolished on the tenth of November, 1858, and the portion on Union street taken for widening the street. Nearly all of the remaining portion of the original estate was taken by the city for widening Hanover street, by an order approved by the mayor on the thirty-first of December, 1868.

From the will of Josiah Franklin, made in 1744, the advertisement published in 1753, and the small consideration for which Mr. Dakin purchased it in 1757, there can be very little doubt that the house in which the great philosopher dwelt during his youth was built of wood, and that it was taken down by one of the Dakins, and that the brick building recently demolished was erected long after the decease of the parents of Franklin. There was nothing remarkable in the appearance of the old brick house, that bore the name of the Blue Ball, except that Mr. Dakin saw fit to preserve the old Franklin sign, although he subsequently gilded the ball, leaving for more recent occupants to paint upon it the original name and date, "Josias Franklin, 1698."

Questions are frequently asked about the paternity of the great Bostonian, little else being generally known of the elder Franklin than that he was an industrious soap-boiler and tallow-chandler, and that he resided in Boston at the commencement of the last century. It is too often the case, that those who make such a figure in the world as our celebrated townsman, have an obscure origin; and not unfrequently a dark cloud completely envelops their humble birth.

The Franklin family is traceable back at least four generations in England, the earliest direct ancestor

bearing the name Thomas, and residing in the parish of Ecton, in Hamfordshoe hundred, Northamptonshire, where the immediate relations of the emigrant dwelt at the time of his removal to America. There is good reason for believing that the family may have had a still more ancient origin in France, where the name is found in records as far back as the fifteenth century, spelt according to the orthography of the country.

Thomas and Margery were the great-great-grandparents; Henry and Agnes, the great-grandparents; and Thomas and Jane the grandparents. These, with the single exception of the last-named Thomas, spent their humble but industrious lives in the very small parish of Ecton. Thomas died at Banbury, in Oxfordshire, where his youngest son Josiah (father of Benjamin) resided after the birth of his first child.

Josiah Franklin, or, as his name was more frequently spelt, Josias, soon after the birth of his daughter Elizabeth, his first born, removed from Ecton to Banbury,—a name familiarized to many of us by its frequent mention in the nursery rhymes of our early days. There he dwelt with his first wife Anne, until he came to Boston, not far from the early part of the year 1685. When Mr. Franklin came to New England, he brought with him his daughter born in Ecton, and two children born in Banbury. Four other children were born to him in Boston, by his wife Anne, before she died in 1689.

On the twenty-ninth of November, 1689, Mr. Franklin married, for his second wife, Abiah Folger, daughter of Mr. Peter Folger, of Nantucket. She bore him ten children, the youngest of whom, excepting two daughters, was Benjamin.

The elder Franklin resided until about the year 1712

in Milk street, in the small tenement described in a previous chapter. About this time he removed to the house, at the corner of Union and Hanover streets. In both of these houses he carried on his trade, and in the latter he died, on the sixteenth of January, 1744–5.

Mrs. Abiah Franklin died in 1752, aged eighty-five years. At the time of her decease she undoubtedly dwelt in the Union-street house; for we find, under date of the sixth of November, 1752, the following advertisement: "To be sold, a house and Land known by the name of the *Blue Ball*, very commodious for trade, measuring on Union Street 38 Feet, on Hanover Street 93 Feet; any one intending to purchase may apply to *Wm. Holmes*, Goldsmith in *Boston*. It will be sold either the Whole or in Part, as will best suit the Purchaser."

Franklin's parents were interred in the Granary Burial Ground, next to Park-street Church, in Boston. A description of the monument which marks their last earthly resting-place will be found on page 218.

In the old wooden house, then, that a hundred years ago stood at the corner of Union street, and whose site is now hourly trod over by man and beast, and over which roll many times a day the unromantic horse-cars of modern enterprise, dwelt the youthful Franklin with his aged parents, and thirteen brothers and sisters. Perhaps the old cellar, which was exposed to view in 1856, with its rough and solid walls, and its huge oven, may have been a relic of the old mansion; and as a letter-writer once said, it was here that Franklin "shocked the worthy member of the Old South Church, his father, by proposing, in his infant economy of time, to say grace over the whole barrel of beef they were putting down,

in the lump, instead of over each piece in detail as it came to the table." Certainly it was from this old place, that he ventured, when he made his first investment, in buying the whistle; and from here that he essayed his first attempt at mechanical work, when he built the cobblestone wharf on the shore of the old mill cove, from the yard of the Green Dragon; and certainly from here he wound his weary way to the old Latin School in School street, then under Master Nathaniel Williams, who could preach sermons, administer medicines, or flog knowledge into boys, as the nature of the case might require.

But the Great Man is dead, and his ashes repose quietly in the noisiest part of the city of steady habits. In the corner of the cemetery of Christ Church in Philadelphia, at the corner of Arch and Fifth streets, may be read, by looking through the railing, the well-known inscriptions side by side:—

Benjamin and Deborah Franklin 1790	Richard and Sarah Bache 1811

A pilgrimage to this sacred spot will also disclose the grave of his son Francis, who was baptized on the sixteenth of September, 1733. The inscription on the stone is as follows:—

FRANCIS F.
Son of Benjamin & Deborah
FRANKLIN
Deceas'd Nov. 21, 1736,
Aged 4 Years, 4 Months & 1 Day.

He was consequently born on the twentieth of July, 1732. Another stone, which stands in the same part

of the yard, may have some interest connected with it. It bears the following :—

In Memory of
JOHN READ
Who Departed This life
September ye 2, 1724,
Aged 47 years.

This unpretending memorial marks the grave of the father of Mrs. Deborah Franklin, as the first mentioned did that of herself and husband, and its twin that of her daughter and husband.

CHAPTER LIII.

THE OLD FEATHER STORE.

The Old Feather Store demolished in 1860 ··· The Great Fire of 1679 ··· Fire Engine of 1654 ··· Old contrivance for Extinguishing Fires ··· Old Wells and Conduit ··· Building Ordinance of 1679 ··· Building erected by Mr. Stanbury in 1680 ··· Description of the Building ··· Originally Two Tenements ··· Title to the Estate ··· In Possession of Henry Symons in 1643 ··· Owned by Susanna Walker in 1662 ··· Susanna married Thomas Stanbury in 1668 ··· Quitclaimed to William Antram in 1711 ··· Conveyed to Elizabeth Cushing in 1754 ··· Sold to John Greenleaf in 1766 ··· The Estate fell to his daughter Elizabeth, wife of Daniel Greenleaf, in 1778, then to Thomas Greenleaf in 1853, and to his heirs in 1854 ··· Occupants of the Old Building ··· New Building erected in 1860.

ENTERPRISE and thrift sometimes make sad havoc with the ancient landmarks. Such was the case on the tenth of July, 1860, when the old building that formerly stood on the corner of North street and Market square, was taken down; and sad, indeed, was many an old Bostonian on learning that another of the well-known landmarks of the ancient town had to be removed, as so many of its neighbors of the olden time had been served before, — even though it was to give place, in the onward march of improvement, to one of the solid and substantial structures of which the metropolis of New England is so much noted, and of which its citizens are so justly proud, as they display the good taste of Boston capitalists in the chief essentials of architectural science, while at the same time they exhibit conclusive marks of general and individual prosperity.

As each of these reminders of the olden time, when many of the first-comers were hale and hearty, and active on the stage of life, are doomed to destruction, it is not unnatural that the sentiment of regret should be awakened within the breasts of those who have been accustomed to regard them with a feeling almost bordering upon veneration. Among the most notable of these ancient vestiges which time and the hand of man had spared for so many years, was the old building, of late years familiarly known as the "Old Feather Store," that stood fronting upon Dock Square, at the southerly side of the entrance to the present North street, — the Ann street of by-gone days. The irrevocable word, however, was at last uttered, and the old relic of good old colonial times had to bow its hoary head and be known no longer to man as of the things that are.

It may not be generally known that the year 1679 was rendered particularly remarkable by the many attempts made by incendiaries to destroy the town of Boston. The accounts of these efforts that have been transmitted by diarists would lead to the supposition that no measures which ingenuity could contrive or an evil desire suggest, were left untried for the accomplishment of such a wicked purpose. At midnight, on the eighth of August of the above-mentioned year, commenced at an ale-house, near the great drawbridge (as it was called), in that part of North street, then known as Drawbridge street, the Conduit street of the first settlers, one of the most destructive fires that ever occurred in the town. Nearly all the trading part of Boston was consumed by the flames, extending from the Mill Creek, which occupied the same place where

Blackstone street now is, westwardly to Dock square, and southerly to Oliver's Dock, which was situated near the open place now called Liberty square. Not one house nor shop upon this space was spared; and even the vessels that were at the time lying in the Town Dock, which was situated in the centre of the burnt district, were with their lading entirely destroyed. The fire lasted about twelve hours; and, as the town had at that time only one fire-engine, — that procured of Mr. Joseph Jenks in March, 1654, — and, moreover, as the buildings were chiefly constructed of wood, the loss was very great. In the olden time the main dependence, in such emergencies, was upon the long handled hooks and the ladders, which had been in use about twenty-five years, and with which every householder was obliged to be provided, and also upon the large swabs which were attached to poles twelve feet long, with which water was splashed upon the burning walls and roofs. As it happened, about eighty dwellings and seventy shops and warehouses, together with several vessels, were consumed by the fire. Had it not been for the conduit in the neighboring square, and the dock also near by (which during part of the time was dry, being dependent upon the tides for a supply of water), the destruction of property must have been much greater; for the nearest public wells were then, one at the States Arms Tavern in State street, then known as Water street (for the Water street of the present day was the Springate of our forefathers), another where the Town Pump formerly stood, in that portion of Washington street nearly opposite the hat store of Messrs. Bent & Bush (then known as the High street leading to Roxbury, and more recently as Cornhill), a third at Mr. Thomas

Venner's pump near the conduit in Union street (then the way leading from the conduit to the mill), and situated very near to the Town Dock (or Bendall's Cove, as it was formerly called).

At the time of the fire, Mr. Thomas Stanbury had a wooden building standing upon the corner of Draw-bridge street, facing the conduit square; and although two of its sides faced upon the way called Fishmarket street which separated it from the dock, it was doomed to share the fate of those in its immediate vicinity, and therefore fell a sacrifice to the devouring flames.

In consequence of the severe loss to the town, the General Court of the Colony at its next session, commencing on the fifteenth of October immediately succeeding the great calamity, passed the following act: —

"This Court, hauing a sence of the great ruines in Boston by fire, and hazard still of the same, by reason of the joyning and neereness of their buildings, for prevention of damage & losse thereby for future, doe order & enact, that henceforth no dwelling house in Boston shallbe errected & sett vp except of stone or bricke, & couered with slate or tyle, on penalty of forfeiting double the value of such buildings, vnless by allowance & liberty obteyned otherwise from the magistrates, comissioners, & selectmen of Boston or major parte of them. And, further, the selectmen of Boston are hereby impowred to heare and determine all controuersies about propertjes and rights of any person to build on the land wherein now lately the housing haue been burnt doune, allowing liberty of appeale for any person grieved to the County Court."

Of course Mr. Stanbury in rebuilding had to follow

the order of the General Court as nearly as he could; yet at the same time he was bound, in duty to himself, to erect a building with as square rooms as possible on his irregularly shaped lot, and as large also as his indulgent townsmen would allow him to do. This he could not do with stones nor with brick, as he wished to adopt the then new and fashionable style of building with jetties, or, in other words, with projecting stories. He therefore resolved to erect a roughcast building; for this would not only answer his purpose, but likewise that of the law. The lot of land was irregular shaped, measuring thirty-two feet northerly on Drawbridge street, about thirty-nine and a half feet easterly on the contiguous estate formerly belonging to the widow of Rowland Storey, about sixteen feet southerly on the Fish Market facing the Town Dock, and about forty feet westerly also on the Fish Market. He built the basement story strictly upon the lines of his boundaries; but, as will be seen by looking at the many views of the building which have been published, he projected the second story over the basement into the street, in such a manner as to give ample and well formed rooms to the main part of the building. Indeed, in one place (in front) he made the projection of this story about six feet, although he confined the general extent of the jetty to about two feet only. He surmounted the whole with a story of gables, which also projected over the story beneath, — three of the gables appertaining to the main building (two fronting North street, and one the square), and two belonging to the smaller portion of the building, one gable facing west, and the other Faneuil Hall to the south. At all the corners of the jetties he left square pendills, as they were anciently called, being

parts of the corner timbers of the building. The different stories of all parts of the building were not very high studded, the lowermost being about eight feet in height, in order to prevent the infringement of a town order, passed in July, 1663, for the regulation of jetties and pendills.

The old warehouse, as it stood at the time of its demolition, presented very nearly the appearance which it may reasonably be supposed to have exhibited in its early days. Its framework was of a very hard kind of oak, roughly hewn, and had never been remodelled or altered in form, except by the construction of a slanting roof in connection with the most southerly gable. A small addition, only, having recently been made on the Market square side, in consequence of an enlargement of the lot by a small piece of land surrendered to the estate by the city, the form of the whole structure externally was about the same as when the building was erected in 1680, one hundred and eighty years before. The outside of the building was covered with a strong, and, as time has proved, durable cement, in which was observable coarse gravel and broken glass, the latter consisting of fragments of dark-colored junk bottles. At the upper part of the principal gable on the Dock square front the date of the time of erecting the building, 1680, was distinctly impressed into the rough-cast cement in Arabic figures, together with various ornamental devices. The building was originally constructed so as to admit of its being used as two tenements, which seems to have been the actual case as far as can be ascertained. Both parts fronted upon the public square, where each had separate entrances; and each had a smaller door respectively on the side next to

their contiguous street. Each had, also, a staircase of its own, but the chimney was in common for both parts of the building. Internally the finish of the building was in the style peculiar to the time of its erection. All the timbers and beams projected into the rooms, and were neatly finished with mouldings, and the walls were plastered upon split cedar laths secured immediately to pine casings. Each of the stories of the main part was divided into two rooms, so that in the days of its glory there probably were three rooms on each story, and nine in the whole structure.

The title to this estate commences with the settlement of the town. The first owner appears from the records to have been Mr. Henry Symons, who was admitted as a townsman on the thirtieth of January, 1642–3; and, on his decease, which occurred in the following September, his widow Susannah, about the year 1644, married Isaac Walker, a substantial merchant, and with him improved the estate until they conveyed it by two separate deeds to their daughter Susannah (born on the third of October, 1646). The first of these deeds, dated on the eighteenth of September 1662, conveyed the easterly portion of the estate, which was occupied at the time by the grantee as a shop; the second deed, dated on the twenty-seventh of March, 1666, just as Susannah was about to marry Mr. Thomas Stanbury, a respectable shopkeeper, conveyed the remaining portion, bounded by Conduit street on the north, the Dock on the south, and the Highway next to the Dock's side on the west, on which were then two shops. These two conveyances, the record of which is preserved in the fourth and fifth volumes of Suffolk Registry of Deeds, give substantially the same extent of bounds which the

estate has at the present day. The marriage of Thomas Stanbury and Susannah Walker took place about the year 1668, and on the twenty-sixth of October, 1672, their second child, Abigail, was born. This daughter married for her first husband Richard Franklin, on the twenty-seventh of September, 1697; and he dying on the fourth of December, 1704, she married, for her second husband, William Antram, a distiller, who subsequently removed to Providence. On the third of January, 1710–11, Mr. Stanbury, who had, while he held the estate, erected the building now standing on it, conveyed the same to his son-in-law Antram, by a quitclaim deed, his daughter Abigail having died on the twenty-eighth of November, 1708. The heirs of Antram, two sons and two daughters, by a similar title, and "for divers good causes," deeded the same to Elizabeth, wife of Benjamin Cushing of Providence, hatter, on the twentieth of April, 1764. After the decease of Mrs. Cushing, her husband and children, Benjamin Cushing, and Benjamin Cushing, Jr., of Providence, R. I., hatters, and Ann Rawson, the wife of Dr. Eliot Rawson, of Middletown, Conn., made conveyance of the same property to John Greenleaf of Boston, a noted apothecary in his time, by deed dated on the fifteenth of September, 1766. Mr. Greenleaf died in August, 1778, leaving all his property to his wife, Ann (Wroe), daughter Elizabeth, born on the fifteenth of November, 1765, and son Thomas, born on the fifteenth of May, 1767. The estate near Dock square fell with other property to Elizabeth, who, on the twenty-fifth of May, 1786, married her cousin, Daniel Greenleaf, son of her uncle William. Daniel Greenleaf was a well-known apothecary at the commencement of the present century, and was born on the twenty-ninth

of September, 1762. At his decease, on the twenty-fifth of March, 1853, in the ninety-first year of his age, the property fell to his cousin Thomas, who had also been an apothecary. This last-named gentleman died at his residence in Quincy, on the fifth of January, 1854, at the great age of eighty-six years and seven months, and the estate fell to his children, the present proprietors of the old building.

As far as can be ascertained at this day, the various parts of the building were occupied as stores. For some years after 1680, the year of building, it was occupied by Thomas Stanbury as a shop and warehouse; in 1708, and some years later, it served William Antram for all the purposes connected with hat making; about 1731 it appears to have been used by James Pitt, subsequently the owner of the adjoining estate; in 1778 it was in the occupancy of Andrew Codnor and Mr. Croswell; in 1784 of Mr. Bush; and in 1789 of Samuel Richards, hardwareman, and Samuel Wallis, dealer in West India goods. A short time previous to 1796, Mr. Daniel Greenleaf took possession of the Ann street part for the sale of medicines, and continued in business in it until he sold out to Mr. James T. Loring, about the year 1800. Mr. Loring soon vacated the premises, and took the Market square corner of the building, and was followed by Jonathan Phillips in the Ann street corner, who used it as a hardware store in 1803. In 1806, and for many subsequent years, the same part of the building was occupied successively by Mr. Daniel Pomeroy, Messrs. Pomeroy and Simpson, and the sons of Mr. Simpson (John K., Daniel P., and William B., as a feather store),— hence its designation as the "Old Feather Store." Since this time it reverted

to one of its former purposes, the sale of hats, and was last in the occupation of Mr. Charles J. Lovejoy, dealer in clothing. About the same time that Mr. Pomeroy became tenant, he let a small portion of his part of the store to Mr. William Tileston, formerly one of the Aldermen after the adoption of the city charter, who carried on the indigo trade within its very small limits for about three years.

Mr. James T. Loring, with whom our respected fellow-citizen, Daniel Henchman, served his apprenticeship, died in 1805, and was succeeded in his store, on the market-place corner, in the same business, successively by Thomas Weld in 1805, Pardon Brownell in 1810, William Kidder, who left in the fall of 1817, Nathaniel R. Holden, who left in 1827, and by Mr. Thomas Hollis, the well-known druggist in Union street, who had possession of the business during the absence of Mr. Holden from the fall of 1821 to the fall of 1824. In 1827 Mr. Samuel Leeds took the store for the transaction of the shoe business, the same having been used for a few months previous by a clothing dealer; and after doing business for some years, he took into partnership Mr. William W. Allen, to whom he relinquished business about the year 1850. When the old building was taken down in July, 1860, a substantial brick building, five stories in height, was erected on its site; but, notwithstanding the neat appearance of the new edifice, there will be found very few persons who will not sincerely regret the disappearance of the old feather store, whose familar appearance was always agreeable to their sight, and was considered a good tpye of the warehouses of the olden time, almost the latest relic of the colonial period.

CHAPTER LIV.

THE JULIEN HOUSE IN MILK STREET.

The Julien House, a noted Restaurant, 1794 to 1823 ··· Book of Possessions, 1643 ··· Possessions in Milk street, 1643 ··· Estate of John Spoor ··· Spoor's Mortgage to Nicholas Willis, 1648 ··· The Estate in the possession of Henry Bridgham, 1655 ··· Condition of the Estate when acquired by Mr. Bridgham ··· Deacon Bridgham's Death, in 1671, and the Division of his Estate in 1680 ··· The Milk-street Estate fell to Dr. John Bridgham, of Ipswich, who died in 1721 ··· The Estate given to Joseph Bridgham, and by him sold in 1735 to Francis Borland ··· Death of Mr. Borland, in 1763, and Division of his Estate in 1765 ··· Sale of the Estate to Thomas Clement in 1787 ··· Estate purchased by Mons. Julien, in 1794, and the establishment of the Restaurant ··· Death of Mons. Julien in 1805, and of his wife Hannah in 1815 ··· Restaurant kept by Frederic Rouillard till 1823 ··· Old House demolished in 1824 ·· Tenants of the Old House ··· Description of the Julien House ··· Mons. Julien and his wife.

FRONTING southerly on Milk street, and situated on the westerly side of Congress street, there formerly stood an ancient building quite noted during the first twenty-four years of the present century. It was a quaint-looking old house, and was universally known by Bostonians, in its latter years, as Julien's Restaurant,—deriving the name from an individual very much distinguished by his accomplishment in his humble, but useful, calling in life; for few of the silver-haired Boston boys of seventy summers will be willing to acknowledge being ignorant of the person or the fame of Mons. Jean Baptiste Gilbert Payplat dis Julien, the very worthy and attentive keeper of the famous restaurant at the angle of the streets opposite the Milk-street openings

into Congress and Federal streets, where the creature comforts were so liberally dispensed.

The old building shared the fate of almost all of the ancient landmarks of Boston soon after the adoption of the city charter, and was taken down to make room for modern improvements, in July, 1824; and, unquestionably, its disappearance was more grievous to the epicures of Boston, than that of any other that has been demolished during the last century.

In the olden time, great inconvenience having arisen from the want of a proper record of the grants of land that had been made by the town authorities throughout the colony, the General Court, on the ninth of September, 1639, passed an order "to record all mens houses & lands, being certified vnder the hands of the men of every towne, deputed for the ordering of theire affaires." In consequence of this important, as well as prudential, provision of the early legislators, an inventory, somewhat imperfect, was taken of the ownership of the real estate in Boston. A considerable portion of this has been carefully preserved with the town records, and the volume containing the valuable minutes has been usually designated as the "Book of Possessions," because each man's real estate was set down in it as "the Possession of —— within the Limits of Boston." From the dates given in this interesting volume, it appears that the facts were collected and recorded about the year 1643; yet later dates of transfers are entered upon its leaves. It is much to be regretted that a second volume, which is supposed to have contained records of the earliest conveyances of some of these possessions, has been lost, not having been remembered as among the old records by any person conversant with

the town archives. A simple casual reference to this second volume is all that is known of it, tradition even failing in pronouncing its former existence. By the disappearance of this record, the connecting link of title between the original grant and the present possession has been lost.

From this old record the early owners of the estates in Milk street are easily ascertained. On the northerly side of the street commencing at the High street to Roxbury (now known as Washington street), and running to the water side of the town, were the "Possessions" of Governor John Winthrop, Mr. William Hibbens, one of the Assistants, and John Spoor. These extended from Milk street (then known as the "Way to the Fort," or the "Fort street") to Spring Lane (the ancient Springate) and "the creek" that ran through the present Water street, easterly to Oliver's Dock. Two other small estates, those of Richard Sherman and Atherton Hough, wedged into that of Mr. Hibbens on the Milk street side. On the southerly side of the Fort street, and fronting towards the north, were, in course, the estates of the following persons: Robert Reinolds, cordwainer; John Stevenson, shoemaker; Nathaniel Bishop, currier; Nicholas Parker; Elder James Penn, at one time the beadle; John Kenrick, yeoman; William Dinsdale; Robert Rice, and William Pell, tallow-chandler. The last of these was by the water's edge, bounding easterly upon the cove; and crossed over northerly so far as to form also the easterly boundary of Mr. Spoor's large lot.

Of the lots on the northerly side of Milk street, Governor Winthrop's is very nearly the same as the "Old South Church's" estate; the Governor's house

having stood on the site of the stores comprised in South row, while the meeting-house covers what was anciently known as the "Governor's Green." The Hibbens' lot extended to Devonshire street (formerly known as Jolliffe's lane, because John Jolliffe, Esq., an ancient town recorder, dwelt upon one of its corners). The Spoor lot included the site of Julien's building, and extended to the water as aforesaid, taking in, of course, the square now bounded by Congress street and Bath street, in old times the tan-yard of the Bridghams of three generations, and subsequently of Joseph Calef.

On the fourteenth of October, 1648, John Spoor mortgaged his "Possession" to Mr. Nicholas Willis, of Boston, for £66, and the estate was described as his dwelling-house in Boston, together with one acre of land thereto belonging, next adjoining unto the house of Mr. William Hibbens. The mortgage record exhibits no proof that the instrument was ever cancelled, nor is there any evidence of any conveyance from Spoor, either by deed or by the settlement of his estate. In all probability the lot fell, on account of non-fulfilment of the terms of the mortgage, to Mr. Willis, or was given to Henry Bridgham in exchange for another lot. Mr. Willis died about 1650; for in June of that year power of administration of his estate, with a will annexed, was granted to Peter Oliver, Elder James Penn and James Johnson. Mr. Willis was a mercer, and was admitted, together with his wife Ann, to the fellowship of the First Church of Boston, in July, 1634. What became of him after acquiring the mortgage of Mr. Spoor's land is not known; but it is very evident that the estate passed to Deacon Henry Bridgham, soon after he obtained it, as Mr. Bridgham was in possession of the

lot in 1655, when poor Anne Hibbens sold her late husband's lot (he died on the twenty-third of July, 1654) just about ten months before she was inhumanly hung for pretended witchcraft. Mr. Bridgham, before he obtained possession of the Spoor lot, had a house and land on the westerly side of Washington street, a short distance south of School street, which he sold on the twelfth of January, 1648–9, part to Mr. Spoor, and the remainder to Richard Tappan; and, unless he had then become the owner of his Milk street acquisition, he would have been houseless, and at the mercy of others for a home. On the twelfth of May, 1648, Willis sold his ancient possession (not the Spoor lot) to Christopher Clarke; and this is the last that is heard of him, except a mention of the appointment of administrators for the settlement of his estate, which there is no recorded evidence of having been performed. Perhaps this evidence may have been lost with the second Book of Possessions, which may have also contained the conveyance of Spoor's lot to Bridgham, either from Mr. Spoor or the mortgagee Mr. Willis. This loss of ancient records is very grievous to antiquaries, although conveyancers are sometimes satisfied that their old titles are sufficiently protected by the law of limitation.

When Mr. Bridgham became possessed of the Milk-street estate, there were upon it the buildings probably erected by Mr. Spoor. These were sufficient for the purposes of the good deacon and his wife Elizabeth, and his six sons until they became grown up. Then the deacon considered it prudent to set his house in readiness for his departure, and he commenced in the year 1670 to build a new mansion-house a little farther down the street, and nearer to his tan-yard, in which his

worldly affairs had met with so much success, and which was bounded easterly by a narrow lane, in his day known as Tanners' Lane, but since called Bath street, on account of the bathing establishment which was conducted there for many years. Mr. Bridgham's will, executed on the eighth of November, and proved on the thirteenth of the succeeding April, exhibits his prudence and foresight. By this instrument he bequeaths to each of his six sons the sum of one hundred pounds, and devises his real estate to his wife, to be improved by her during her life, she and her son Jonathan to carry on the tan-yard, and to see to the education, and instruction in the trade, of her sons Joseph, Benjamin, Samuel and James. The oldest son, John, had been educated at Harvard College, and was settled as a physician in the town of Ipswich. He further provided that (in his own language), "the new house that I have raised & proceeding in the building of itt, my will is that out of the estate it be finished, made habitable, at the discretion of my wife & overseers." He also gives his wife power to devise the estate, if she dies his widow; and allows her to choose which of the two houses to live in and improve, if she sees fit to marry again, namely, the one "I now live & dye in," and the new house. Mr. Bridgham died on the twelfth of March, 1670–1, and his widow Elizabeth in September, 1672; and on the twentieth of July, 1680, their real estate was divided between three sons, John, Jonathan and Joseph, the other three having died. To Dr. John Bridgham was allotted the portion upon which the new house stood. This extended so far east as to include the westerly portion of the present Congress street. This street was laid out and opened about the year

1763, under the name of Dalton's lane; and the portion of the present Devonshire street, lying between Milk and Water streets, was very early laid out by John Jolliffe, at one time town recorder.

On the eighth of October, 1719, Dr. John Bridgham, who inherited the estate on the corner of Congress street, executed a deed of gift, to take effect at his decease, conveying the estate to his nephew, Joseph, the son of his brother Joseph, the Elder of the First Church, whom he calls "student," probably forgetting that he had graduated at the preceding commencement at Harvard College. Dr. Bridgham died at Ipswich on the second of May, 1721, therefore the estate fell to Joseph, who, after leaving College, became an apothecary, keeping his store in Boston. On the twenty-fourth of February, 1734–5, Mr. Joseph Bridgham sold the estate to Francis Borland, of Boston, merchant, for the sum of £1,200. At the time of its conveyance it measured one hundred and six feet southerly on Milk street; seventy-six feet easterly on the estate set off in 1680 to Mr. Bridgham's Uncle Jonathan; one hundred and twenty-eight feet northerly on the land set off to his father, the Elder; and westerly by three lines running southerly forty-three feet, then easterly eighteen feet, and lastly, southerly thirty-four feet to Milk street, the estates of the widow Bridge and Joseph Russell, lying west thereof. To this Mr. Borland added a small strip, measuring ninety-five by eight and a half feet, on the north side of the estate, by purchase of James Dalton, on the thirteenth of August, 1763. This addition reached the whole length of the lot, which had been abridged by the laying out of the new street from its east side a short time previous.

Francis Borland died on the sixteenth of September, 1763, at his house in Boston, in the seventy-second year of his age, having been born in Boston, on the twenty-eighth of December, 1691. He was a noted merchant of Boston, and married, on the twenty-second of September, 1726, Jane, daughter of Hon. Timothy Lindall, formerly of Boston, but at that time of Salem. Mr. Borland inherited a large landed estate from his father John, who died on the thirtieth of March, 1727, aged sixty-eight years, and by his mother Sarah, a daughter of Andrew Neal, the keeper of the famous old Star Tavern which stood at the corner of Hanover and Union streets two hundred years ago. To his patrimony he added much by purchase, and was the owner of much land in the centre of the town, a considerable tract of which was situated at the corner of Milk street, extending southwardly into Congress street. By his will, dated on the seventh of March, 1763, he devised the estate in Milk street, at the corner of Congress street, to his son, Francis Lindall Borland, who was absent, and feared to be dead, and gave other property to his wife Phebe, his son John, and the children of his daughter Jane Winthrop, deceased. His daughter Jane, who had married John Still Winthrop on the fourth of September, 1750, had died on the fifth of April, 1760, leaving a family of young children. On the death of Mr. Borland's widow, as well as of his son Francis Lindall Borland, the real estate lapsed, and fell to John and the Winthrop children, and was divided in September, 1765, among the heirs.

These heirs, among whom were the mother of Hon. David Sears and the father of Hon. R. C. Winthrop, by deeds dated on the fifteenth of May, and the twenty-sixth

of June, 1787, for £600, conveyed the Congress-street corner to Thomas Clement, of Boston, housewright; and Mr. Clement, in turn, for £2,000 of the then depreciated lawful money of the country, sold the same on the twenty-first of July, 1794, to Jean Baptiste Gilbert Payplat dis Julien, of Boston, restorator. The messuage and land conveyed to Mons. Julien was the same bought by Francis Borland of Dr. Joseph Bridgham in 1734, and of Captain James Dalton in 1763, with the exception of the strip of land, about thirty-two feet wide, taken from the estate for laying out that portion of Congress street, formerly called Dalton's lane.

Mons. Julien, undoubtedly, took possession of his estate at the time of his purchase; but did not live long afterwards, for he died on the thirtieth of June, 1805, leaving his property to his widow Hannah and to his two daughters Charlotte and Harriet, both of whom were then under fourteen years of age. On the twentieth of March, 1805, dower was set off to the widow; and on the fifteenth of December following, she died, and the estate passed to the two daughters, who, on the twenty-eighth of June, 1823, both being single women and residing in Charlestown, conveyed it to the Commercial Insurance Company in Boston, for the sum of $12,160; since which time it has been divided into two lots, and sold again.

It has been shown that the Julien estate was originally in the possession of Mr. John Spoor, a husbandman, at least as early as the year 1643. He may have had it earlier, as he, and his wife Elizabeth, were admitted to the fellowship of the First Church in Boston, on the fourteenth of April, 1639. This Spoor (or Spurre, as his name was sometimes spelled) was an

unruly fellow; for by the records of the church, neatly kept in the handwriting of good old Elder Thomas Leverett, it appears that "John Spurre, for his insolent bearing witness against Baptisme and singing and ye church covenant as noe ordinances of God, was with ye consent of ye church admonished the 1. 4mo., 1651." This admonition was of little avail, as on the thirteenth of the following month, July, he was excommunicated. What became of him subsequent to this church discipline does not appear. He had parted with his land lying between the old Fort street and the Springate, and it was then, undoubtedly, in the possession of Mr. Henry Bridgham, a noted tanner, and the respectable deacon of the church from which Mr. Spoor had been so summarily ejected for being as free in his religious opinions, as his late associates had been in theirs a few years previous in England.

Deacon Henry Bridgham, when he was admitted to the membership of the church in Boston, on the thirty-first of March, 1644, upon letters from Dorchester, was a single man; and he was a tanner by trade, as were in subsequent times his children and grandchildren. He dwelt on the estate, and carried on his business on the easterly portion of it, as did afterwards his posterity, and after them Mr. Joseph Calef. Soon after his settlement in Boston, he married his wife Elizabeth, by whom he had a large family of children, six sons of whom grew up, although three only lived to inherit their father's estate. He undoubtedly built the Julien house in the year 1670, and his widow moved into it the next year, and died in it in 1672.

The Bridgham heirs undoubtedly dwelt in the house until it was sold out of the family to Mr. Francis Borland; and about this time the Calefs, who were also

tanners, took the house and the tan-yard. While Mr. Joseph Calef was the tenant, in the spring of the year 1760, that terrible series of fires occurred in the town which proved so destructive to property. On the twentieth of March occurred by far the greatest that had taken place since the great fire of 1679. This began in the morning in a dwelling-house near where the present bookstore of Crosby & Damrell is, in Washington street, and destroyed almost all the houses and shops east of it to the water-side. By a singular providence the old Julien house, with a few others, escaped the conflagration. During this occupancy Congress street was laid out from Milk street to Water street.

Mr. Thomas Clement, a housewright, occupied the old house a few years before he purchased it in 1787 of the Borland heirs, and retained possession of it until he sold it to Mons. Julien in 1794.

When Mons. Julien purchased the house he fitted it up for the purpose of a restaurant; and as such it was used by himself until his decease in 1805, when the same business was carried on in it by his widow until December, 1815, when the house was hired by Frederic Rouillard for the same purpose. This last-named person kept the restaurant until 1823, when, it having being sold to the insurance company, he removed to the old house at the corner of Devonshire street, lately known as the Stackpole House, on account of its having been the residence of William Stackpole, Esq., one of the noted merchants of the past generation. Previous to removing to the ancient house, which he made so famous, Mons. Julien had kept a similar establishment in Congress street, near Lindall street, and opposite the old Quaker meeting-house.

The Julien house was taken down in July, 1824, and the present substantial building erected on its site by the late Dr. Edward H. Robbins.

The old Bridgham (or Julien) house was framed and built of wood, pretty much in the style of the buildings erected in Boston before the year 1700. It was two stories high with an attic story of gables. The building was very nearly square on the ground, and had a square, projecting porch as high as the main structure. The second story projected with a jetty over the first, as did the attic over the second. An entry extended the whole length of the building from the Milk street front to the rear, and parlors and kitchens were on both sides of it. The second story and the attic contained sleeping apartments, and there was a small room in the projection over the porch. The roof was a compound of gables, six in number, three in front, one at each side and one facing the back-yard in the rear; the roof of the last having a double slant, very much like that of houses of half a century later. A very large, irregular-shaped chimney protruded from the centre of the roof. The whole of the house was surrounded with green, fenced in.

In this old building the epicures of the day were sure to find good entertainment, and perhaps no establishment in the country ever gained such a famous reputation for excellent cooking and good cheer as did that kept continuously in the old Julien House by Mons. Julien, his wife, and Mr. Rouillard.

Mr. Julien died, after a short illness, on the thirtieth of June, 1805. The inscription on his gravestone will be found on page 241.

The fact that Mrs. Julien carried on the establishment ten years after the decease of her husband, has led

many to think that Mr. Julien lived much later; and the old sign over the porch door, JULIEN, might have continued the delusion down to the time the building was demolished. The famous Julien soup, which still finds a place on most of the sumptuous bills of fare, is all that remains to keep in remembrance this worthy man. The following tribute to his memory will be read with satisfaction by those who remember his noted house of entertainment: —

"Mons. Julien's Restorator, which, during his life time, was so long and justly celebrated among strangers and inhabitants of the first distinction and taste, as well as for the urbanity of its respected host, as for the excellence of his various entertainment, will be continued open as a house of elegant resort, under the care and direction of the widow of its late proprietor, and we have no doubt will preserve the high character it has acquired for many years. The sudden death of Mons. Julien was a subject of much regret to all who had known him, either when employed in the discharge of his professional labors, or who had witnessed him in the more interesting scenes of domestic and social life. With an education, and an intellect which would have adorned a higher sphere in society, he performed all the relative duties of his place with meek assiduity and winning politeness. In his connection with man and his manners, he never stooped to pride, nor aspired to ostentation. In his intercourse with his fellow-men he was honest to his own promises, and benevolent to the wants of others. An extensive class of the poor of this town will often, in their orisons to that being 'who doeth the ravens feed,' breathe a pious blessing on the memory of the charitable Julien."

Mrs. Julien, the widow, died of consumption on Wednesday, the fifteenth of December, 1815, aged sixty-three years. Her decease is thus noted in the Boston Daily Advertiser of December 20th:—"Died, Mrs. Hannah Julien, relict of the late Mr. Julien, who for many years was celebrated for keeping the best Restorant in Boston. Her remains were entombed on Sunday last."

CHAPTER LV.

THE OLD STONE HOUSE IN CROSS STREET.

Deacon Phillips' Old Stone House, erected about 1650 ··· The Old Streets at the North End ··· Devise of Elisha Goodnow to Boston, in 1849 ··· Decease of Mr. Goodnow in 1851 ·· Estate claimed in 1860 ··· Description of the Old Stone House ··· The Estate originally in the possession of John Milom ··· Sold to Deacon John Phillips in 1648 ··· Decease of Mr. Phillips in 1682 ··· Estate owned afterwards by the Mountjoys, Mortimores and others ··· Purchased by Edward Proctor, and sold to William Williams in 1793, then to Thomas Williams in 1810, then to Deacon John Sullivan in 1816 ··· Neighbors of Deacon Phillips ··· Alterations of the Old Building ··· Popular Rumors about the Stone House ··· The Building demolished in April, 1864.

GREAT as have been the alterations of the streets of Boston within the last fifty years, there has been comparatively very little change in those originally laid out at the North End. Some of these have, indeed, been widened and straightened; but most of them now run in the same directions they did two hundred and thirty years ago. When Boston was first laid out with highways and byways, a marginal street, upon the water's side, near the Great Cove, was designated as "the Fore street"; another, running nearly parallel to it, and beside the Mill Cove, was called the Back street; and a third, lying between these, had three names, as it was intersected at right angles by two other streets. These byways were known as "the Cross Street," and the "Black Horse Lane" (now Prince Street); and the long street, anciently designated as the way leading

from the Orange Tree to the Winnisimmet Ferry, had afterwards the names of Hanover, Middle and North streets, partially owing to their position. These ancient streets, and the lanes and alleys leading from them, were lined with the estates of the first settlers of the town.

On Cross street there formerly stood one of the ancient landmarks, that was permitted to remain standing till quite recently. The following account of the old building and the estate upon which it stood was prepared for another purpose, and is now reproduced for preservation and for more general publication.

On the twelfth day of July, 1849, Mr. Elisha Goodnow, a benevolent citizen of Boston, executed his last will and testament, and, after providing for his family, devised and bequeathed all the rest, residue and remainder of his estate, real and personal, not otherwise disposed of, to the city of Boston, its successors and assigns, to be held in fee-simple forever, directing, in the words of the instrument, that it should "be sold by the said city and converted into money, and that the net proceeds be held and kept carefully invested by it until a hospital for the sick shall be established within the present limits of the Eleventh or Twelfth Wards of the city of Boston, and that the whole principal and interest of the last devise of said residue, and of the funds and property in which the same and the proceeds thereof may be vested, shall then be applied to and for the benefit of such hospital, in such manner, and upon such terms and conditions as the said city, its government, or officers, shall deem most judicious: Provided, however, that one-half the said fund shall be applied for the establishment and perpetual maintenance of free beds in such hospital, which shall always be at the disposal and

under the control of the government and officers of the said hospital for the time being. And by such hospital, I [the testator] mean an institution similar to the Massachusetts General Hospital, suitably endowed and properly managed, and not such public hospital as may be established or maintained in connection with the City Almshouse or House of Correction, or other municipal establishment, or for the care and relief of paupers supported by the city."

The testator, Mr. Goodnow, died on the eighteenth of June, 1851, aged fifty-seven years and five months, and the will was duly proved on the eleventh of August following, and from that time the fee of the real estate thus devised became vested in the city of Boston. It was not until May, 1860, that the City Council took any action in reference to the matter; and it then appeared that the city had come into possession of a valuable piece of real estate, situated on the easterly side of Cross street, between Hanover and North streets. Upon this estate was then standing the oldest building remaining in Boston, for it was certainly more than two hundred years since the Old Stone House in Cross street was erected. The city authorities having recently resolved upon widening Cross street, and having, on Wednesday, the thirtieth of March, 1864, sold the materials of the building, with a view to the sale of the land on the fourteenth of the following month, it will not be amiss to review the history of this old relic of past ages, and leave on record a description of its appearance before its final demolishment, which took place immediately afterwards.

To casual observers the building appeared to be constructed of wood. This was not so. It was built

chiefly of stone, the common rocks found in the native soil of the peninsula having been broken into various shapes and sizes, and laid into place in the rough form left by the maul of the workman. In its original state, when it was known as the "Stone House of Deacon John Phillips in the Cross street," it was low in structure, a portion of it only containing two stories. The massive chimneys, with their spacious fireplaces, constructed of large coarse bricks and stones, of uncommon size, were, as far as practicable, on the outside of the building, and portions of the house were covered with thick slate stones at the top of each of the stories. At the back part of the stone house stood a wooden lean-to, subsequently erected by one of the numerous tenants of the old mansion.

This old estate appears originally to have belonged to John Milom, a cooper, who sold it to Mr. John Phillips, biscuit baker, on the sixteenth of June, 1648, at the time he removed hither from the neighboring town, Dorchester. At this time the estate consisted of a "dwelling house & shop & garden in Boston, bounded on the northeast with John Hill, the lane southwest, Tho. Yow northwest, & the cove southeast." In February, 1652, Mr. Phillips, who in 1650 had become deacon of the second church in Boston, purchased other estate of Augustine Clement, the same having belonged successively to John Milom, George Dell, Mark Hands, John Sweet, and John Farnham; and thus having satisfactorily enlarged his domain, dwelt within these strong walls until he was called to his final earthly home on Copp's Hill, on the twenty-second of December, 1682, at the good old age of seventy-seven years, leaving his lands and other worldly estates to his grandchildren,

making reservations for the maintenance of Sarah, the wife of his old age, and for his only daughter Mary, the wife of George Mountjoy, sometime of Boston, but chiefly known for his early endeavors at Piscataqua. His goodwife Sarah, who survived him, and whom he married in 1676, very shortly after the decease of Joanna, the wife of his youth, was the widow Minor. In a marriage contract, dated on the sixth of January, 1675–6, he made provision that, in case she survived him, she should have "the south part of his stone house, situated in Boston, that is to say, the low room in which he now liveth, or the room called the hall, which is in the west end (which of them the said Sarah shall make choice of) with one-half part of the cellar which is under the south part of the said house, with the chamber and garret over the south part of the said house, with the woodhouse in the yard thereunto belonging, with one-third part of the garden, thereunto adjoining," etc., "with liberty of the wharf" on the south side of the estate, running down to the cove.

On the decease of Deacon Phillips the estate passed down in the possession of the Mountjoys, the Mortimores, the Pullings and others, descendants of the deacon, being divided and subdivided, generation after generation, in a manner which has caused much perplexity to modern conveyancers, until it came to Edward Proctor and others; then, in the year 1793, William Williams became the owner of the portion of the estate upon which the old house stood, who sold it to Thomas Williams in 1810, who in turn sold it to Deacon John Sullivan in 1816. Since this time the estate has been conveyed several times, and its history has become well known.

The old stone house estate was quite small, measuring in 1765 only about twenty-eight and a half feet by thirty-one feet; scarcely large enough for the house and outhouses that stood upon it. In after years, it was enlarged, as in former it had been curtailed, by divisions among numerous heirs.

When goodman Phillips resided on the old lot, his neighbor, towards the then middle street, was John Turell, whose estate passed down to his son Samuel, and grandsons John and William; then successively to James, William and Abraham Codnor, and then, in 1799, to Ebenezer Wells. The neighbor on the northeasterly side was George Burrill; and his estate passed in succession to George and Samuel Burrill, Mrs. Martha Lewis (afterwards Goldthwaite), John White, and others. On the southeasterly or North street side, Mr. Phillips may be said to have had no neighbors, because his estate extended across the street (formerly Fish street) to the water; but, a short time before his decease, he sold a lot on Cross street, just southeast of the stone house, to Captain Christopher Clarke, which has been owned in order of time by Joseph Townsend, Thomas Gross, the heirs of Gross, John Fayerweather, Henry Stanbridge and others. Other portions of the Phillips estate on North street were subsequently owned by the Pullings, the Thompsons, and in later times by Reeds, Churchill, Loring, Martin, Kast and Sanford.

In more recent times, some of the owners of the old stone house added to the height of the building by placing upon it another story, constructed chiefly of brick; and also changed the appearance of the exterior of the ancient structure by covering nearly the whole of

it with boards, clapboards and shingles, lengthening and topping off the chimneys to make them conform to the modern innovations.

When the old building was taken down, and its massive walls, two or more feet thick, were removed, the ancient oven and its immense chimney, in which the good old deacon of primeval days had baked his undoubtedly delicious corn-cakes and honest weighted biscuits, was exposed to view. These stood on the easterly part of the house, the chimney, as before mentioned, on the outside of the building, and both constructed of stone found on the soil, and of uncommonly large bricks, all laid in clay, although a subsequent tenant had pointed many of the seams with shell mortar, unquestionably indigenous to the neighboring cove, and perhaps calcined on the spot. The antique tiles, that formerly decorated the comfortable parlor and best chamber of goodwife Phillips, were (many of them) in good preservation, and would have made a respectable appearance in reception rooms of a more modern date. These were five inches square; and were constructed of white enamel, with various devices in the natural colors represented. Two of these, now before the writer, display, the one a hunting scene, with a sportsman and his dog, gun, and game; and the second a rustic love scene, very highly colored and artistically executed. The tiles of the present day appear insignificant in execution, when compared with these charming relics of bygone days.

Popular rumor has induced many credulous persons to believe that this old mansion was used during the early days of the town as a fortress; and many think it may have been once employed as a jail. But there is

no evidence whatever that it was ever put to either purpose. Indeed, on the contrary, from the days of Deacon Phillips down to the present time, nearly all the tenants are known; and, moreover, the location of the jail, in its various positions, is also well known. The building was never needed for such purposes, and there is no reason to believe the unauthenticated surmises which would lead to such conclusions.

All of the original estate of Deacon Phillips, lying upon Cross street and west of North street, having come into the possession of the city, in consequence of the bequest of Mr. Goodnow and purchases made in 1860, at the time of widening North street, the city authorities wisely came to the conclusion to sell the same, and it was divided into seven lots, which were sold at public auction on Thursday, the fourteenth of April, 1864. All that remained of the old buildings, except the cellars, disappeared before that time.

CHAPTER LVI.

THE OLD CORNER BOOKSTORE.

The Old Book Store on Washington and School streets. · · The Centre Quadrangle of the old Town, 1643 · · · The ancient Inhabitants of the Lots · · · The Old Corner, and its Surroundings · · · William Hutchinson its first known owner in 1634 · · · Removal of Hutchinson to Rhode Island in 1638, and sale of the lot to Richard Hutchinson · · · Boundaries of the Lot in 1643 · · · Estate owned by John Evered in 1658, and by Henry Shrimpton in 1661 · · · School street laid out in 1640 · · · Corner Estate devised by Shrimpton to his daughter Abigail in 1666 · · · Sold to Thomas Crease in 1707 · · · Mrs. Bourne's House destroyed by fire in 1711 · · · The present Brick House built by Mr. Crease in 1712 · · · The Estate sold to Peter Luce and Nicholas Davis in 1727 · · · Sold in 1755 to the Executors of Thomas Palmer · · · Sold to Edward Sohier and wife in 1784 · · · Estate passed to Elizabeth Inches, and conveyed by her in 1795 to Herman Brimmer · · · Since 1795 owned by the Brimmer and Inches families · · · The old tenants and their neighbors · · · Modern Tenants · · · Description of the Building.

HISTORICALLY considered, there is no part of the peninsular portion of Boston that is so rich with antiquarian associations as the large quadrangle which has Court street for its northerly boundary, Washington street for its easterly, School street for its southerly, and Tremont street for its westerly. In the olden time, the first-mentioned of these streets was for obvious reasons called Prison Lane, and subsequently, until the close of the Revolutionary War, was known as Queen street, and then designated as Court street, on account of the situation of the old Court house, which formerly fronted upon it. The street forming the easterly boundary was early known as "the Market street," and sometimes as "the highway leading to Roxbury," and in later years

as "Cornhill"; all of which names have been given up to adopt that of the father of the country. School street was early known as "the lane leading to Centry Hill," and very early received its present name, on account of the building anciently erected and used as the first school-house. The street on the west of the quadrangle was first known as "the highway to the Common," then Common street, and finally Tremont street.

This quadrangle was divided into lots, some of which were retained for public purposes, and the others were granted to the first settlers for house-lots and gardens. On Tremont street, running north, were, as early as 1643, the burying ground, and the lots of Henry Messinger and Richard Croychley, the latter being at the corner of Court street. Following in course on Court street were the estates of Mr. Croychley, Richard Tapping, the prison and its yard and garden, and John Leverett. Turning the corner, and proceeding southward, were the estates of Mr. Leverett on the corner, then of Richard Parker, the meeting-house (on its second site), Valentine Hill, Robert Sedgwick, and Richard Hutchinson. On School street there were only three estates, — those of Mr. Hutchinson, and Thomas Scottow, and the old burying-place. Richard Truesdale, Thomas Clarke and Robert Turner had rear estates in the same square near where Williams Court now is.

It is the purpose of the present writing to give a brief account of one of the ancient landmarks that now stands upon the southeast corner of this great quadrangle.

There are very few persons, who have dwelt any considerable time in Boston, who are not familiar with

the appearance of the old corner store on Washington and School streets, for many years past occupied as a book-store, and so well known as the head-quarters of the principal literary spirits of Boston and of the neighboring towns and cities. But it is not supposed that all who frequent the store are acquainted with the history of the ancient building and of the estate upon which it stands; nor does it appear reasonable that those who are accustomed to pass by this ancient mansion ever stop to consider and realize how much of the old history of New England has been enacted, as well as published, in the immediate vicinity of the interesting spot. The now gay Washington street was in the olden time simply known as the highway to Roxbury, and upon the opposite side of this highway, over and against the site of the old corner store, dwelt the notables of the town, — the governor, the elder of the church, the captain of the artillery company, and the most needful of the craftsmen and artificers of the humble plantation; and at a short distance from it were the meeting-house, the market-house, the town-house, the school-house, and the ever-flowing spring of pure water.

In the early days of the colony, all the land upon the peninsula of Boston became the property of the town, and subject to the disposal of the townsmen, or of the selectmen chosen to manage the town's affairs when so directed by positive vote. The town's-people may have reserved portions to be kept open forever as common land, but no part of the town was ever given by deed or will to the inhabitants with any condition of possible or probable reversionary interest as has been by many supposed. The corner in question, or rather the

large estate upon it, extending quite to the present City Hall square on School street, and a considerable distance on Washington street, northerly, somehow or other became during the earliest days of the town the possession of Mr. William Hutchinson, the husband of the famous Ann, and subsequently one of the Assistants in the Rhode Island Plantation, and himself the ancestor of a long line of distinguished descendants who held the most important positions in the Massachusetts colony, both in civil and military life.

Mr. Hutchinson could not have had the grant before September, 1634, the time when he, with his wife and children, arrived in New England; nor could it have been made to him much later, as it would have been noted among the grants recorded in the town's first book of records, the portion of which in preservation commenced on the seventh day of the same September (1634); and in 1638, about four years after coming to Boston, he removed to Rhode Island. Soon after his banishment from the Massachusetts colony, on account of the peculiar theological views of his remarkable wife, the following record was entered upon the town's book, under date of the twenty-ninth of July, 1639: "Also there is leave granted to o^r^ brother Edward Hutchinson ye younger in behalfe of his father Willm Hutchinson, to sell his house in this towne to Mr Richard Hutchinson of London, lynning draper." When this estate was sold to Mr. Hutchinson in 1639, it contained about one-half of an acre, and was bounded on the east by the street leading to Roxbury; on the south by the lane leading to the common; on the west by the land belonging to Mr. Thomas Scottow (afterwards purchased by the town on the thirty-first of

March, 1645, and called the "School-house estate," and now the "City Hall square"), and northerly by land of Major-General Robert Sedgwick.

Richard Hutchinson, who in the mean time became a famous ironmonger in London, and so wealthy as to be able to lose, in 1666, by the great fire in that city, the sum of sixty thousand pounds, without being ruined, sold the property on the eighth of March, 1657–8, to Mr. John Evered *alias* Webb, a merchant of Boston, for the small consideration of seventy-five pounds. On the twenty-fourth of May, 1661, Mr. Evered conveyed a portion of the lot — measuring fifty-nine feet upon the highway to Roxbury (now Washington street), and one hundred and fifty feet upon School-house Lane (now School street), which lane had been laid out as a public highway on the thirtieth of March, 1640 — to Mr. Henry Shrimpton, another Boston merchant, for forty pounds; and the same was then fenced in by Mr. Shrimpton as a garden, and a garden-house was erected upon it. Mr. Shrimpton dying in July, 1666, devised the estate to his daughter Abigail, with three hundred pounds to build a house with. The daughter married Mr. Zachariah Bourne, and they dying, the property passed into the possession of their two daughters, who resided in Westminster, England, and who, on the third of April, 1707, conveyed the estate to Mr. Thomas Crease, an apothecary, together with its buildings and edifices, the same probably erected by Mrs. Bourne in compliance with the provision of her father's will.

On the third of October, 1711, at the great fire which destroyed the old meeting-house and the Town House, these buildings were burnt to the ground, and soon afterwards the old brick building, now standing at

the corner, was erected by Mr. Crease. Mr. Crease, on the first of July, 1727, sold the estate to Mr. Peter Luce and Mr. Nicholas Davis, for twelve hundred pounds, and these purchasers divided the land, setting off to Mr. Davis, on the third of the following Mareh, a portion measuring twenty-eight feet on Cornhill (as the street was then called), and ninety-one feet on School street, together with the "dwelling-houses thereon standing." The easterly and southerly boundaries of the estate have remained the same since this date, and the northerly and westerly (which were more extensive than their opposites), have been somewhat modified by sales, until the whole lot has been redueed to its present dimensions.

Mr. Davis, who was styled a merehant, having a son Anthony, who, on the nineteenth of July, 1730, was about to marry Elizabeth Adams of Dorchester, the eldest daughter of Mr. William Adams of Barbadoes, recently deceased, pledged the estate in trust to Mr. William Barwick for the benefit of Anthony and Elizabeth; and Barwick, on the sixth of September, 1751, gave power to Francis Brinley, Esq., to convey the estate to Anthony Davis, the beneficiary. Two years after this, on the thirtieth of October, 1753, the old man Nicholas Davis, who at the time resided with his son Anthony, released all his right in the estate to him, and the trusteeship was annulled on the sixteenth of November of the same year, Anthony and his wife, like dutiful children, having reconveyed on the thirty-first of October, to their father Nicholas, a life estate in the same.

In this eondition the old corner remained until the fifth of January, 1755, when Anthony and his wife sold

the estate to Messrs. James Boutineau and Nathaniel Bethune, executors of the will of Thomas Palmer, — who died about the year 1751, — for the benefit of Thomas and Eliakim Palmer, two minor children of the testator. By this purchase the estate again became the property of descendants of the Hutchinson family; for Abigail, the wife of Thomas Palmer, the elder, was the daughter of Richard Hutchinson, who owned the garden-lot from 1639 to 1658, and grandmother to the two young Palmers for whose benefit it was bought in January, 1755. The oldest Thomas Palmer, a man of considerable importance in his day, married Abigail Hutchinson, on the twenty-ninth of January, 1696–7, and died in October, 1740, leaving two sons, Eliakim and Thomas, and a daughter Sarah, the wife of Mr. Job Lewis; of these, Eliakim, born 22 March, 1707–8, graduated at Harvard college in 1727, and died in London, 17 May, 1749; and Thomas, born 2 December, 1711, married Mary Mackintosh about the year 1740, and died before January, 1752, being absent in England. Thomas Palmer, the third of the name, born in Boston, on the seventh of August, 1743, also graduated at Harvard College in the class of 1761, and was the owner of the corner store, which, on the eighteenth of October, 1784, he sold to Mr. Edward Sohier and his wife Susanna (Brimmer) for sixteen hundred pounds. From Sohier it passed to Elizabeth, the widow of Mr. Henderson Inches, and from her on the first of January, 1795, to Mr. Herman Brimmer. Since this time it has remained in the Brimmer and Inches families. The last named Thomas Palmer was a loyalist, and passed the latter part of his life at Berkeley square in London, where he died on the eleventh of July, 1820.

The present building must, from all that can be learned, have been erected about the year 1712, by Mr. Thomas Crease, an apotheeary; and, in all probability, was used as a dwelling-house with a small shop on the Cornhill side, from a very early period after it was built. In 1789, when the first Boston directory was published by John Norman, it was occupied by Mr. Herman Brimmer, merchant, and Mr. John Jackson, broker, and was then known as No. 76 Cornhill, No. 1 of the same street being nearly opposite. Mr. Brimmer's nearest neighbor on the same side of the street was Mr. John Cunningham, Jr., broker, at 75; and the next, running north, were Mr. Samuel Hill, engraver, at 74; Mr. Bartholomew Kneeland, shopkeeper, at 73; Mr. Nathaniel Balch, the noted hatter, at 72; Mr. William Davis, shopkeeper, at 71; and Mr. Oliver Brewster, also a shopkeeper, at 70.

Here Herman Brimmer, a bachelor, dwelt as late as the year 1800 (he died on the sixth of October, 1800, aged sixty-one), although Messrs. Samuel M. and Minot Thayer kept a shop there as early as 1796, and until 1816. After this, in 1817, the front part of the building was used as an apotheeary shop by Dr. Samuel Clarke, the father of Rev. James Freeman Clarke, — the old corner having reverted to its original purpose. While Mr. Clarke kept store in the front room, he occupied for a part of the time the whole of the building as a dwelling-house, the entrance being through a gateway and yard on School street, the front door being in a portion of the house that run back from the main building. In 1824, the name of Cornhill was changed to Washington street, and the old store was variously numbered until it took No. 135; and here Mr. Clarke remained keeping

shop until 1828, when he was succeeded by the booksellers who have added so much to its notoriety.

After Dr. Clarke left the premises the building was much changed; Messrs. Carter (Richard B.) & Hendee (Charles J.) used the front room as a book-store in 1828, and Mr. Isaac R. Butts moved his printing-office from Wilson's Lane to the chambers soon afterwards. Carter & Hendee continued in the store, part of the time with Mr. Edwin Babcock as partner, until 1833, when they removed to 131 up stairs, and were succeeded by Messrs. Allen (John) & Ticknor (William D.) in 1833 to 1837. From this time the Old Corner Bookstore was in the occupancy of Mr. William D. Ticknor, alone until 1844, and subsequently of himself and partners, Messrs. John Reed, Jr., and James T. Fields, until the fall of 1865, when, the senior partner having died, the new firm of Ticknor (Howard M.) & Fields (James T.) removed to a new store purposely fitted up for them in Tremont street, and Messrs. E. P. Dutton & Co. took possession of the famous premises, removing from their old place of business on the opposite side of the street. Messrs. Dutton & Co. were succeeded in the old store by Messrs. Alexander Williams & Co., on the first of September, 1869.

The original building was constructed of brick, and was two stories in height, the roof having a double pitch towards Cornhill (Washington street) and backwards, with two attic windows on the easterly side. From the main building projected backwards the portion of the house that originally served the residents for family purposes. In front of this last-mentioned part, and extending on School street westerly from the old building, is another portion of somewhat modern con-

struction, which has accommodated within its walls many tenants of very various occupations.

Great interest has been expressed in regard to the preservation of this old specimen of the first reconstruction of the buildings of the ancient Cornhill, after the destruction of the old tenements and shops in 1711; and it is to be hoped that the Old Brimmer Mansion will be allowed to remain, for many years to come, standing in its present form, with its quaint appearance and the well-known designation — "The Old Corner Bookstore."

CHAPTER LVII.

THE TRIANGULAR WAREHOUSE.

Irregular Shape of the Peninsula ··· The Great Cove and its Creeks ··· Bendall's, or Town Dock ··· Original Possessions near the Great Cove ··· Bellingham's Marsh ··· Swing, or Turning Bridge ··· Ruebuck Passage ··· Swingbridge street ··· Conduit street ··· The site of the Old Triangular Warehouse ··· Bounds of Bellingham's Marsh in 1643 ··· The Marsh sold to John Shaw, Joshua Scottow, and James Everill ··· Afterwards the Possession of Richard Wharton ··· Mr. Wharton's Wives ··· The Origiual Buildings on the lot destroyed by fire in 1679 ··· Triangular Warehouse built about 1680, by Mr. Wharton ··· Description of the building ··· Decease of Mr. Wharton in 1690 ··· Warehouse sold to John Borland iu 1701 ··· Aneient Description of the Estate ··· Death of Mrs. Whartou, in 1712 ··· The Borlands, owners of the estate until 1784 ··· Released to Samuel Wallis in 1784 ··· Conveyed to Charles Miller, Jr., in 1793 ··· Sold by Miller to the City in 1824 ··· Warehouse taken down in 1824 ··· Exact Position of the Site of the Old Warehouse ··· Uses of the Building ··· Incorrect Traditions about the erection of the building.

In the early days of Boston, the peninsular part of the town was very irregular in form, its four sides being indented with variously shaped coves. These have been frequently alluded to in these chapters, as being among the distinguishing features of the place in the olden time. The cove on the easterly side, generally known as the Great Cove, because its shore made a large sweep landward from the North Battery to the Sconce (or South Battery), was much the most important for the purposes of the townsmen; and the land upon its border was, therefore, very early granted to the inhabitants for house-lots and gardens, that were also

improved for wharves and docks for maritime purposes. From its northerly side a natural creek led to the North Cove, which, soon after the settlement, was converted into a mill-pond, and the creek widened and walled with stone, and its name changed from "Mill Creek" to "the Canal." From its southerly side another creek extended some considerable distance into the land, dividing at Liberty square, and sending one of its branches towards Franklin street, and another to the foot of Spring lane. At Kilby street, near Hawes street, a bridge was early erected either as "Oliver's Bridge" or as "the bridge over Mackerill Lane." Between the mouths of these two large creeks was a third, which extended as far inland as Dock square, and became, soon after the settlement of the town, the principal dock for vessels. This was known at first as Bendall's Dock, and subsequently as the Town Dock.

The chief mercantile business of the town was transacted near this dock, although the small trading and hucksters' shops were generally in the "highway," and scattered throughout the streets pretty generally. The cove lots were granted to the principal men of the town; and the following persons had their meersteads bordering upon it, in the following order, commencing at the north: Thomas Clarke, Thomas Joy, Isaac Cullimore, Christopher Stanley, Bartholomew Pasmore, John Gallop, Matthew Chaffin, Sampson Shore, John Hill, John Milom, George Foxcroft, Edward Bendall, Valentine Hill, William Davis, Isaac Grosse, David Sellick, James Oliver, and Edward Tyng.

A little to the northwest of the dock was a large marsh that extended as far as Union street. A part of this was known to the early settlers as Bellingham's

Marsh, and a more considerable piece was the "Common Marsh." Just west of the cove a street was laid out,— the Merchants row of the present day; and this connected, by a bridge over the dock (the old swing bridge anciently called the turning bridge), with a narrow lane, long known as Swing Bridge street, and quite famous in the early part of the present century as the "Roebuck Passage," which led to Ann street, now North street, and first known as Conduit street, and sometimes anciently as the Fore street.

Bounded on one side by the last-named passage, there used to stand one of the most noted of the ancient landmarks of Boston, the Triangular Warehouse; and it is the purpose of this chapter to give a short description of the venerable building, as in former days it was considered one of the greatest architectural curiosities of the town. A few words about its ancient site will not be uninteresting in connection with the description of the queer old structure. The land on which it stood was, as early as town grants were made, in the possession of Richard Bellingham, the noted magistrate of the olden time, whose marriage with Penelope Pelham caused so much trouble to the wise law-makers of New England.

Mr. Bellingham's Marsh is described in the Book of Possessions as a "piece of Marsh bounded with John Hills & the Highway on the west, the Common Marsh on the north, John Lowe on the east, Henry Symons, John Hills & the cove on the south." A portion of this came into the possession of John Shaw, and Mr. Bellingham sold the remainder in equal parts to Joshua Scottow and Christopher Lawson on the fourth of June, 1644. Mr. Shaw conveyed his portion to James Everill

on the twenty-fifth of October, 1648; and Mr. Everill sold it to Joshua Scottow on the thirtieth of May, 1650. The lot of marsh conveyed by Mr. Everill to Joshua Scottow was of a triangular shape; and upon one angle of it was subsequently erected the old warehouse.

In course of conveyancing, the estate in question passed into the possession of Richard Wharton, a gentleman of considerable importance and distinction in the last half of the seventeenth century. Mr. Wharton was a merchant, and at one time was owner of many estates in Boston and a large tract of half a million of acres at Pegypscot. Something may be inferred of his social position from the fact that his three wives were daughters of the most important men in New England. About 1659 he married Bethia, the daughter of William Tyng, one of the wealthiest men in the colony; after her decease he married, in 1672, Sarah, daughter of Rev. John Higginson, of Salem; and after her death, which occurred on the eighth of May, 1676, he married for his third, Martha, daughter of the second John Winthrop, the Governor of Connecticut Colony.

The great fire of 1679 destroyed the old buildings in the neighborhood of the dock, and among others the warehouse belonging to Mr. Wharton. Consequently he rebuilt it, about the year 1680, of bricks with slated roof, according to the new requirements. The construction of the building was somewhat singular. It was built in a triangular form, according to the shape of the lot, with hexagonal towers at the angles surmounted with pyramids, topped off with stone balls, one of which has been preserved by Samuel Leeds, Esq., of South Boston. The roof of the centre part of the building was also of the same form, and similarly topped off with

a massive wooden ball. The whole structure was two stories in height, although each of the towers had three stories. The lower story was constructed with arches, and a singularly arched cellar was below the building. The warehouse was surrounded with streets, or passage-ways, the main one laid out very early, and the others in the years 1683 and 1685. Water was supplied to the estate from the old conduit situated between Elm and North streets.

The attic story was extremely high in its centre, and was very roughly left by the builder. In the olden time it was used almost entirely for storage purposes; but in later years the tenants made it subserve more active purposes, employing its extensive floor as a sail loft. When first built, this part of the old warehouse was reached through a scuttle by a ladder.

Wharton died in 1690, reduced in circumstances; and his warehouse was sold to John Borland by the administrator of his estate, Ephraim Savage, Esq., by a deed of conveyance, dated the twenty-seventh of March, 1701, under a license of the Superior Court of Judicature, granted on the twenty-sixth of October, 1697. This deed describes the size and form of the building as follows: the grantor "doth fully, freely, clearly and absolutely give, grant, bargain, sell, alien, enfeoff, release, convey and confirm unto the said John Borland, and to his heirs and assignees forever, all that Triangular Brick warehouse, having three turrets covered with slate in ye three angles or extream parts thereof, situate, standing and being near unto the mouth or entrance of the Town Dock, heretofore called Bendall's Dock, in Boston aforesaid, with the land, cellars, and all and every the rooms, divisions and apartments both below and above,

within the walls and under the main roof of the said building, and under the slate and roofes, which said warehouse was part and pareel of the estate left by the before named Richard Wharton, and is now in the tenure and oeeupation of the said John Borland and of Grove Hirst, Ellis Callender, and John Soames, being bounded on the Westerly and North Easterly sides with highways, measuring on the said Westerly side forty-two foot or thereabouts, more or less, and on the said North-easterly side forty-seven foot ten inches or thereabouts more or less, and bounded on the southerly side with the wharf before the said warehouse, and measures on that side forty foot or thereabouts more or less, each angle or corner of said warehouse being eight foot wide, together also with the said wharf lying before the warehouse aforesaid, between that and the mouth or entranee into the said town dock, and all rights," ete.

The above deed to Mr. Borland reserved to Martha, the widow of Mr. Wharton, her right of dower or thirds in the estate. She died on the twenty-sixth of September, 1712, and Mr. Borland's title to the estate became perfect. Mr. Borland was an Englishman, who eame to this eountry at the close of the seventeenth eentury, probably from Glasford in North Britain, where his brother Francis, a clergyman, resided. He married Sarah, the daughter of Andrew Neal, a noted tavern-keeper in Boston, and died on the thirtieth of Mareh, 1727, aged sixty-eight years; Sarah his widow, born on the first of April, 1665, died in Boston, on the nineteenth of November, 1727, nearly eight months after her husband. By Mr. Borland's will all his property fell to his only son Francis, who married, at Salem, Jane, the daughter of John Lindall, sometime of Boston, but later of

Salem, on the twenty-second of September, 1726. Mr. Francis Borland died, after a lingering sickness, on the sixteenth of September, 1763; and the warehouse fell to his son John, who was born on the fifth of September, 1728, and married Anna Vassall of Charlestown on the twentieth of February, 1749. Mr. John Borland died, in consequence of an accident, at the commencement of the Revolutionary War, and the triangular warehouse became vested in his son John Lindall Borland, who, being a loyalist, left the United States, and became a lieutenant-colonel in the British army. He died on the sixteenth of November, 1825, having by deed, dated on the first of September, 1784, released all his title in the estate to Samuel Wallis, of Boston. Mr. Wallis sold the warehouse on the first of October, 1793, to Charles Miller, Jr., who, then a resident of New York, sold it on the twelfth of May, 1824, to the city of Boston. About this time the old building was taken down to make room for the improvements near Faneuil Hall, and for the erection of buildings on North Market street. The exact position of the warehouse was at the present corner of North Market street and Merchants row, the site of it extending some distance into both of these streets.

In its earlier and more palmy days this singularly constructed building was used for mercantile purposes only. But as time wore on, and it became old and out of repair, it was put to various purposes; one part was used for an iron store, another for a junk shop, and the attic sometimes for a store-room, and sometimes for a sail-loft. Novel writers assign to it other purposes, and Cooper, in Lionel Lincoln, describes it as the residence of one of his characters.

Some traditions have asserted that the strange building was erected by London merchants; in this they were correct only so far, that it was erected by a Boston merchant, who had formerly been in business in England. Mr. Wharton owned the estate when the original wooden building was standing upon it that was destroyed by fire. He also owned it when it had upon it the warehouse. It is a fair inference, that, being an enterprising merchant, he built his own warehouse. Its peculiar form will never be forgotten by those who were accustomed to visit its apartments on business, in the days when Boston was under town government.

With this old edifice, and those described in the preceding chapters, disappeared from sight the most remarkable of the private buildings erected in Boston during its first seventy years. A few similar relics of the olden time, though of less note, remain, but hardly in any other condition than that of ancient material, the forms and all the peculiarities of their original construction having been sacrificed by the demands of progress. Even at the present time of writing (1870), the improvements of streets and thoroughfares, especially of Hanover, Devonshire, and Eliot streets, and the removal of the whole of the old fort hill, have made vast devastation with the old dwelling-houses of the fathers. The highways have been widened, straightened and extended; and many of the places which were formerly so familiar to Bostonians, and which possessed so many pleasant associations of the past, have been laid bare of their buildings, which have necessarily been removed, so that these sites now form a portion of the principal avenues of the city, and are constantly traversed by persons unconscious of the important and interesting events of

the past which have been thereon enacted. The taking down of the old triangular warehouse was for one of the first of the great improvements of Boston after the adoption of the city charter. To this the citizens are indebted for the Quincy Market and the neighboring broad streets which have proved to be so advantageous to their business. When the new avenue, which is now approaching completion, shall be finished, a large amount of territory will be added to the most valuable part of the city, for business purposes, and the laying out and constructing of Atlantic Avenue will be one of the most noted of the numerous public improvements of the city.

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